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PRINCIPAL CONTENTS.

Rome, Watertown and Ogdensburg Railroad ..	665
Northern Illinois Railroad	665
Chili—Its Financial Resources	666
Boston and Maine Railroad	666
Manufactures of New York	667
Delaware and Raritan Bay Railroad	667
Construction of the Statutes as to the Ringing of Engine Bells at Railroad Crossings	668
Financial Strength of the North	669
Great Western Railway of Canada	670
Commerce of the Port of New York	670
A Railroad Clearing House	677
Detroit and Milwaukee Railway	678
The French System of Drafting	679
The Eighth Census	680

American Railroad Journal.

New York, Saturday, August 30, 1862.

Rome, Watertown and Ogdensburg R. R.

As announced in a previous number, the formal opening of the Rome, Watertown and Ogdensburg Railroad took place on the 20th instant, a large and respectable company from this city being present on the occasion. The extension line is 19 miles in length, connecting Ogdensburg with the Potsdam and Watertown division at a point about eighteen miles south-west of Potsdam. The first named place is therefore brought within 400 miles of this city, the distance being traveled by rail in sixteen hours, and at a cost of about ten dollars. Compared with any other route in operation from New York to Ogdensburg, there is a saving of fully seventy miles in length, and a more than corresponding advantage in time. At Ogdensburg the road taps the St. Lawrence, the Grand Trunk Railway of Canada, and the Prescott and Ottawa City Railway, the river being nearly always passable either by ferry-boats or on the ice. On the Erie Canal and the Hudson River the company own a line of propellers for heavy freight, enabling them to transport merchandise between New York and Rome in three days.

The entire line is now 192 miles along, consisting of the main stem from Rome to Watertown and thence to Ogdensburg, about 143 miles; next,

the Cape St. Vincent branch, 25 miles, and lastly the branch to Potsdam and the Northern Railroad, 24 miles. It will thus be seen to be next in length to the Erie and the Central. This arrangement of the principal line and branches is different from what was originally intended, but is the necessary result of circumstances over which the companies had at first no control.

The cost of the new line, 19 miles, has been only \$300,000; but depot buildings and some additional rolling stock are required which may call for possibly \$100,000 more. It is in contemplation to run a wharf into the St. Lawrence for a few hundred yards, so as to reach deep water and secure freedom from the current. The company own a narrow headland which is well adapted to the purpose, enabling the work to be constructed at little cost.

The present road was built as two separate interests, the line from Rome to Watertown and St. Vincent having been completed in June, 1852. Its length was 97 miles and its cost \$2,159,500, represented by \$1,498,500 of stock, \$375,000 first mortgage and \$310,000 second mortgage bonds. At the present time the capital is put at \$1,500,000 and the mortgage debt at \$700,000 in round numbers, the latter being in process of liquidation by a sinking fund. The track is in good condition, the rail used weighing 56 lbs. per yard.

The Potsdam and Watertown road is 75½ miles long and cost \$1,594,956, of which \$665,419 was paid in as capital, the residue consisting of first and second mortgage bonds and floating debt. The first mortgage (\$800,000) was guaranteed by the Rome and Watertown; but on the failure of the borrowers to pay the interest the mortgage was foreclosed and the road sold to the Watertown and Rome Company at a small figure beyond the bonded debt. At the present moment, as we learn from a statement by one of the Directors, the company's obligations consist of \$1,500,000 of capital stock, \$700,000 in bonds on the W. & R. division, \$800,000 on the Potsdam end, and \$300,000 on this and the newly opened extension. There is no floating debt. It will be seen that while about four millions and a quarter have been expended in building the whole work, its cost to the present company was only \$3,300,000, or \$17,200 per mile.

It is proposed to consolidate the \$800,000 and \$300,000 issues, making a new one for \$1,200,000, the balance being used to complete the improvements. A sinking fund sufficient to liquidate the entire principal at maturity will be provided and the new description be issued only in exchange for the existing ones.

We may add that the business enjoyed by the company is increasing, while their policy is invariable to reject all that cannot be conducted at a profit. During ten years the Watertown and Rome Company have paid 76 per cent. as dividends.

The country traversed by the road is for the most part excellent, being underlaid with extensive deposits of limestone, sandstone and iron. Its dairy products are among the best in the country, large quantities being annually sent westward as well as to this city. Watertown is a flourishing place having a large manufacturing industry.

Mr. W. C. Pierrepont, of Pierrepont Manor, is President, and Mr. J. Addison Day, of Watertown, Superintendent. Mr. R. E. Hungerford, of Watertown, is Secretary and Treasurer.

Northern Illinois Railroad.

The completion of the Northern Illinois Railroad was celebrated by an excursion on the road from Chicago on the 14th inst. *The Chicago Tribune* says:—

The completion of the Northern Illinois Railroad a continuation of the Racine and Mississippi, opens another avenue of trade and commerce for Chicago. The distance from this city to Savannah, on the Mississippi River (via the N. W. R. R. to Clinton Junction), is 181 miles, through a fertile, beautiful, thickly settled, grain-growing region, which our merchants and produce dealers will visit with profit.

The completion of this road is another milestone in the progress of the great North-West. In June, 1852, the completion of the first railroad to the Mississippi was celebrated at Rock Island. The Northern Illinois is the tenth railroad that now connects the Mississippi with the East, north of the Ohio River. Here is another instance of the triumph of Northern mind and muscle—when an entire railroad is built and equipped in times like these; and when a town of hotels and warehouses, stores, &c., as Lanark has, springs into existence, as if by magic, from what was only nine months ago a broad corn-field, and now a town of several hundred inhabitants, who last week raised a company for the war from their numbers.

Chili--Its Financial Resources.

The domestic debt of Chili, bearing three per cent. interest, amounted on the 21st of July, to \$2,342,225. The foreign debt consists of the English loan of 1822, which has now been reduced to \$4,911,500; and the English loan of 1858, the principal and interest of which now amounts to \$7,620,044 74—making the total debt of the republic \$14,873,769 74. The loan of 1858 which was obtained for railroad purposes is accounted for as follows:

Southern Railway	\$2,000,000 00
Santiago and Quillota Railway ..	1,436,456 11
Treasury office	1,487,531 07
Paid in advance to contractor, Mr. H. Meiggs	191,784 26
Do. do. for materials	186,688 86
Railway of the Meiggs contract...	548,656 85
Money loaned	1,429,958 41
Expenses	81 37
Cash at the Collectorship at Valparaiso	143,497 04
Cash	195,410 76

Total

The revenue of the Republic from all sources for the year 1861, were as follows:

From custom houses	\$3,538,804 99
" monopolized goods	953,787 24
" tax on plantations	666,789 64
" tax on sales (alcabalas)	221,434 03
" licenses	74,639 00
" stamp paper	106,089 00
" post office	116,307 17
" tax on capital	3,342 42
" mint	27,672 25
" toll duties	45,729 03
" transitory sources	96,325 39

Total receipts in 1861

Total expenditures

Deficit

The Secretary of the Treasury proposed to contract another domestic loan to supply the deficiency; and meet the balance of the public expenditure of the current year by issuing Treasury notes payable at from one to eighteen months, bearing 5 per cent. interest. The money loaned by the government, which is to be gradually collected, will, it is supposed, be sufficient to meet the payments of these notes as they mature. The railroads, being nearly exclusively the property of the government, will soon become a source of great revenue, as they are far advanced toward completion. The new tariff, to go into operation on the 1st of January next, is also expected to increase the revenue. The business of the custom houses of the Republic in 1860 and 1861, have been as follows:

	1860.	1861.
Foreign goods	\$26,764,149	\$23,148,955
Foreign goods entered for home consumption, ..	22,171,506	16,676,424
Foreign goods re-exported	3,784,319	4,953,037
Foreign goods withdrawn for the Argentine provinces.	1,484,176	585,489
Export of home produce.	24,813,448	20,349,634
	\$79,017,598	\$65,713,539

The imports in 1861 were as follows:

Provisions	\$3,690,356
Machinery and implements	1,131,749
Raw materials	1,937,629
Articles of luxury	1,728,374
Articles manufactured	8,188,314

Total imports

And the exports were:

Agricultural products	\$4,977,891
Mineral products	14,426,278
Sundries	925,465

Total exports

The following is a comparative statement of the exports of Chili during the years 1860 and 1861:

	1860.	1861.
Coal	\$274,011	\$336,099
Barley	443,525	446,728
Jerked beef	120,806	75,321
Copper bars	5,828,363	5,594,610
Regulus	3,323,476	3,534,168
Cow hides	983,955	528,009
Vermicelli	42,523	31,051
Beans	42,617	31,833
Navy bread	168,251	101,105
Flour	1,170,351	1,326,913
Wool, assorted	464,568	207,648
Timber, assorted	167,582	152,071
Silver ore	906,201	821,568
Copper and silver regulus	573,230	221,223
Copper ore	4,386,907	1,923,116
Nuts	68,077	45,604
Silver bars	1,534,066	1,308,680
Silver, refuse (chafalonia)	4,746	11,018
Copper, refuse (retalla)	876	209
Wheat	1,054,501	1,639,497
Total	\$21,559,655	\$18,476,976

Railroad Earnings--Monthly.

The earnings of the Cleveland, Columbus and Cincinnati R. R., for July, 1862, were \$131,686 88

Do., 1861

Increase

Boston and Maine Railroad.

The gross earnings of this road for the fiscal year ending May 31, 1862, have been as follows:

From passengers	\$457,483 16
" freight	249,033 79
" rents	12,331 77
" mails	10,623 06
" interest	2,955 86
	\$732,427 64

And the expenses were:

Repairs of road	\$69,607 28
" bridges	9,565 39
" stations, etc.	20,550 23
" locomotives	30,254 32
" cars	20,525 17
Coal	16,605 88
Wood	37,949 89
Oil and waste	7,866 80
Switchmen, gatemen, etc.	22,084 32
Passenger expenses	62,699 53
Freight	49,191 23
Taxes	13,878 51
Danvers Railroad rent	7,500 00
All other expenses	41,418 29
	409,696 84

Net earnings

Depreciation of locomotives and cars

Renewals of rails

Balance of net earnings

Deduct two dividends of 3 per cent. each

Leaves a balance undivided of

Add balance from previous year

Making the sum of undivided earnings

Compared with the previous year, the earnings and expenses are as follows:

	1860-'61.	1861-'62.
Gross earnings	\$930,151 31	\$732,427 64
Expenses, renewals, etc.	529,728 45	442,021 14

Net earnings

Mileage of passenger trains.

" freight

" wood

" gravel

" extra

Passengers carried

Do., carried one mile

Tons of freight

Do., carried one mile

The total length of the main line, from Boston to South Berwick Junction is

Medford Branch

Methuen

Great Falls

Newburyport Railroad

Danvers

Total length of road operated

The capital stock authorized by charter is \$4,550,000, of which \$4,155,700 has been subscribed; of this \$4,076,974 52 has been paid.

The company has no funded debt.

The cost of road and equipment May 31, 1862, was as follows:

Graduation and masonry	\$884,067 40
Wooden bridges	371,468 55
Superstructure, including iron	984,523 89
Stations, buildings, fixtures, etc.	520,722 78
Land, land damages and fences	847,198 08
Engineering, and other expenses	272,388 94
	\$3,880,369 64

Locomotives

Passenger and baggage cars

Merchandise cars

Total cost of road and equipment

The equipment consists of 36 locomotives; 53 passenger, 19 baggage and 585 freight cars.

The gross receipts for the past year are less than those of the previous year by \$197,723 67.

The expenses, however, show a reduction of \$87,707 31, making the decrease in net earnings only \$110,016 36. The directors say:

It is a matter of regret that we are unable to present a more favorable exhibit of the past year.

The cause of this unfavorable condition of things is national, and beyond our control. But it is none the less real—none the less disastrous—because without remedy.

The same cause, which has operated unfavorably on our road, has had a contrary effect on those roads which are made channels of communication between the large cities and Washington.

Ours is a road dependent more upon its local than foreign business. Of the staple products of the country, very little, comparatively, passes over it, except what is consumed in the manufacturing, mechanical, and other industrial pursuits along its line.

In consequence of the great scarcity of cotton, that branch of manufacture has furnished much less transportation than usual. Whenever the business of the country shall have resumed its former condition of growth and prosperity, a more favorable statement may be expected.

We would remark here, that from the operation of causes, which may prove temporary, the business of the current year, since May 31, has proved much more satisfactory than during the corresponding period of the last year.

In former years, we have received considerable sums of money from the surplus earnings of the Portland, Saco, and Portsmouth Railroad. The same causes, which have unfavorably affected our

road, have had a similar effect upon that road. We have had no call upon us to supply funds for the guaranteed dividends, and probably shall not be called upon for that purpose. But, until more prosperous times, we cannot reasonably expect any considerable revenue from that source.

By examining the statement of undivided earnings for several years, it will appear that the amount has steadily increased. That amount, however, is not invested in cash or cash assets. This will appear from the following statement:—

The amount actually received from the sale of 41,557 shares of capital stock, is \$4,076,974 52. Upon that number of shares dividends were declared in 1850, and there has been no change since.

The construction accounts, showing the cost of the road and equipment, amount to \$4,292,938 64; consequently the sum of \$215,964 12 more than was received from the sale of shares has been expended in constructing and equipping the road.

The available assets of the Corporation, of all kinds amount.....\$612,784 20
Deduct from this sum the ascertained liabilities.....199,821 32

This balance being.....\$412,962 88
Together with the above sum of.....215,964 12

Makes the sum of.....\$628,927 00

Which is the amount of undivided earnings.

In other words, of the sum of \$628,927, which is the amount of the undivided earnings, as before stated, \$215,964 12 is invested in the construction and equipment of the road; and the balance, being \$412,962 88, is invested in other items of property, after deducting from their sum total the ascertained liabilities.

It also appears that the corporation owes only one note of \$22,000, balance due for land purchased in Boston. This note will become payable Oct. 1 next, and can then be paid, without any inconvenience, from the money in the Treasury.

Our liability on account of the Newburyport Railroad, last year, was \$72,239 20. It is now only \$4,140, and that is not on interest.

Notwithstanding we have so largely reduced our indebtedness during the past year, we have, at all times, been able to meet the legitimate demands upon the treasury, without lifting money. Thus it appears that, while our financial condition has been easy, there has been but little surplus of money idle in the treasury.

The freight building destroyed by fire in July, 1861, has been replaced. A brick engine house is also in process of erection at South Berwick Junction—the cost of which, exclusive of the foundation will not much exceed \$4,000. The northerly abutment of the bridge over the Cocheco river has been rebuilt. The tracks over the Mystic river are now being relaid with new timber above the action of the tide. Extensive repairs upon Miller's river and Charles river bridges have also been made. About 40,000 cedar ties have been used in repairs of track during the past year. The average number used for the past seven years has been about 35,000, at an annual expense of \$11,000. In addition to which there has been an annual expenditure for chestnut switch ties of something less than \$1,000. The amount required to be expended annually in renewal of ties is estimated at \$12,800. For the last five years the expenditure for iron rails has been on an average \$20,332. In the past, as in previous years, it has been the purpose of the directors to keep the bridges, track, rolling stock, &c., in thorough repair. No expense has been spared to accomplish this object. Whatever would conduce to the safety or comfort of the traveling public has been cheerfully granted. The directors close their report by expressing their undiminished confidence in the

value of this property; and the assurance that whenever the great industrial pursuits of the country are prosperous, the stockholders may rely upon generous returns from their investment.

CONDENSED BALANCE SHEET.

Capital stock.....	\$5,076,974 52
Sundry balances.....	49,010 32
Deposit on account of Newburyport Railroad bonds.....	2,160 00
Amount payable on account of Newburyport Railroad bonds.....	1,980 00
Notes payable (on account of land in Boston.....)	22,000 00
Dividend July 1, 1862.....	124,671 00
General reserve account—being undivided earnings.....	628,927 00
	<hr/>
	\$4,905,722 84
Construction.....	\$3,880,369 64
Equipment.....	412,569 00
Property accounts.....	82,079 35
Cash.....	\$22,953 07
Notes.....	312 73
Open accounts.....	23,265 80
	<hr/>
	59,403 76
Boston and Maine Railroad stock..	50,000 00
Danvers Railroad bonds.....	71,000 00
Danvers land damage account.....	758 08
Danvers Co., as per agreement.....	25,000 00
Newburyport Co., ".....	300,000 00
Gt. Falls and Conway R. R. bonds..	20,000 00
Suspense account.....	4,543 01
	<hr/>
	\$4,905,722 84

President—F. GOGSWILL.

Superintendent—WM. MERRITT.

Clerk—JAMES C. MERRILL.

Treasurer—H. B. WILBUR.

Manufactures of New York.

We have before us a table from the Census Returns of 1860, giving the number of industrial establishments in the city of New York; the amount of capital invested, cost of raw material, number of hands employed, and the value of the annual product. From this we learn that the number of manufacturing establishments in this city in 1860, was 4,259; capital invested, over \$60,000,000; cost of raw material, \$88,500,000; number of men and boys employed, 64,000; number of women and girls, 24,500; the annual value of production was \$158,000,000. As compared with the census of 1855, these figures show an increase of 1,860 establishments, \$28,000,000 of capital invested, \$32,000,000 in cost of raw material, nearly 20,000 in the number of persons employed, and over \$52,000,000 in annual product. The more prominent branches as to number are bakers, boot and shoemakers, carpenters, cigar makers, printing, clothing, furniture makers, millinery, saddles and harness and blacksmithing; the largest sums of capital invested are in printing, clothing, gas, sugar refining, iron machinery and steam engines, piano fortes, malt liquors, iron founding, gold and jewelry, and boots and shoes—all these over a million each. The largest amount of capital invested in one branch is printing, viz.: book printing, \$3,121,000; newspapers, \$2,941,200; job printing, \$645,800; printing presses, etc., with binding, type, and stereotype work, engraving, ink, and lithography, \$1,942,650—in all \$8,650,650. In the cost of raw material, sugar refiners stand first—over sixteen millions; then clothing, nearly ten millions; printing (newspaper) over three millions; flour, and meal, and iron machinery about two and a quarter millions each; cured meats, two and three quarter millions, bakers,

over two millions; of those using up from one to two millions are boot-makers, carpenters, cabinet makers, furriers, gas factories, gold and jewelry makers, hatters, iron foundries, lead pipe and shot makers, brewers, lard and sperm oil refiners, job printers, shirt makers, chandlers, and umbrella makers. The greatest number of male workers is in clothing, 10,954; next, boots and shoes, 3,643; then come, of trades employing over 1,000, carpenters, cabinet makers, gas factories, iron foundries and iron machinery, piano-fortes, book printing, newspaper printing, and sugar refining. Women and girls are of course most in number in clothing business, there being 10,624—about as many as of males; shirt making employs 2,794, and hoop skirts 1,474; no other trades employ a thousand; there are 350 at artificial flowers, 811 in book folding and binding, 359 at paper boxes, 575 at carpets; cloaks, 379; furs, 500; millinery, 778; printing nearly 1,000; fringes and trimmings, 476; in tobacco, 318; umbrellas and parasols, 706. Of the value of manufactured articles, refined sugar is the greatest—more than nineteen millions of dollars worth. Next comes clothing, \$17,000,000; printing more than \$10,000,000; bakers, \$4,367,000; iron machines and steam engines, about \$4,500,000; boots and shoes, nearly \$4,000,000; cured meats, \$3,211,730; furniture, \$3,790,000; gas, \$3,284,000; carpentry, \$2,843,000; flour and meal, \$2,612,500; gold and jewelry, \$2,161,091; hats, \$2,125,783; hoop skirts, \$2,064,667; iron foundries, about \$2,500,000; malt liquors, \$2,150,000; pianos, \$2,430,000, and about fifteen others running from one to nearly two millions. The per centage of increase for five years—1855 to 1860—has been, on the number of establishments, 77½; capital employed, 86½; cost of material, 57; hand employed, 28; value of annual product, 49¼.

The New Narrow-Gauge Rail Route Across New Jersey via Camden, and Raritan Bay.

In the matter of the application of the Camden and Amboy Railroad Company for an injunction to restrain the Raritan and Delaware Bay and Camden and Atlantic Railroad Companies from such a connection of their respective roads as would open a continuous rail line from the Delaware river at Camden to Port Monmouth on Raritan Bay, Chancellor Green, on Monday, August 18, delivered an opinion, refusing the injunction asked for. Subjoined is the opinion of Chancellor Green:

"The Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies, complainants, vs. the Raritan and Delaware Bay Railroad Company, the Camden and Atlantic Railroad Company and others, defendants.

The necessity for an immediate decision of this cause has allowed no opportunity for the preparation of an extended opinion; but the thorough research and elaborate arguments of counsel (for which I acknowledge my indebtedness) have satisfied me as to the principles which must be recognized and the conclusions which must be adopted in the disposition of the motion now before the Court. Those principles and conclusions I shall, therefore, now state without any attempt to present in detail the reasons upon which they are founded.

1. The complainants have, by virtue of their contract with the State of New Jersey, the exclusive franchise of transporting passengers and freight by railways across the State between the cities of New York and Philadelphia, and are entitled to the protection of a Court of Equity in the enjoyment of that franchise.

2. There is no sufficient evidence in the cause that the rights which the complainants by their bill seek to maintain have been impaired or relinquished by consent, or the complainants' right to protection forfeited by acquiescence in the acts of the defendants.

3. The incorporation of the Camden and Atlantic Railroad Company to construct a railroad across the State from Camden to the sea, at or near Absecom Inlet, and the incorporation of the Raritan and Delaware Bay Railroad Company to construct a railroad from Raritan Bay to Cape Island were no violation on the part of the State of their contract with the complainants.

4. The junction of the Camden and Atlantic Railroad with the Raritan and Delaware Bay Railroad at their (necessary and legitimate) point of intersection, so as to form a continuous though circuitous line of railway from Camden to the Raritan Bay, and which, with the aid of steamboats upon the Delaware River and Raritan Bay, will form a continuous line, and which, by possibility, may be used for the transportation of passengers and merchandise across the State between the cities of New York and Philadelphia, constitutes no violation of the complainants' right.

5. There is a legitimate purpose for which these roads thus united may be used, viz: The transportation of freight and passengers from points and places within the State of New Jersey along the line of the respective roads and between those points and the cities of New York and Philadelphia, respectively.

6. There being a legitimate purpose for which these roads may be constructed and used, and for which a junction between them may be formed, the defendants cannot be restrained from effecting such junction merely because it may be perverted to an unlawful purpose.

7. The fact that either of the said roads, or the connecting link between them, is being constructed without lawful authority, either because no survey of the route has been filed in the office of the Secretary of State, or because it is not constructed in conformity to the route prescribed by its charter, constitutes no ground for equitable relief against such construction, at the instance of the complainants, unless their rights will be thereby violated.

8. Such unauthorized construction and connection of the roads may afford evidence tending to show a fraudulent design, on the part of the Directors, to violate the rights of the complainants, but it is not sufficient, upon a motion for a preliminary injunction, to overcome the answers of the defendants under their corporate seals, and under the oaths of their officers, who are made defendants for the purpose of discovery.

9. Under the views taken by the Court of the true construction to be given to the contract between the State and the complainants, the answer of the defendants is a full denial of the equity of the complainants' bill, and renders the allowance of an injunction before the final hearing improper.

10. If the roads of the defendants, by means of the contemplated connection, should be used for the purpose of transporting passengers or merchandise between the cities of New York and Philadelphia, or to compete the business with the railroads of the complainants between the said cities in violation of the contract between the State and the complainants, full and adequate protection to the complainants' rights can be given by injunction, restraining such use of the road.

11. No duties imposed upon the defendants in the prosecution of their legitimate business by acts of incorporation, and no contract into which they may have entered or may enter with third persons or with each other, can justify any violation of the rights of the complainants, or afford protection against the consequences of such violation.

12. The State is no party to this suit. Her sovereignty cannot be entrenched upon, nor her right of eminent domain impaired, by any decision in this cause, nor by any unauthorized or illegal acts which may be done or permitted by the defendants under color of her authority.

13. If the roads of the defendants, by means of the connection that may be made between them, either lawfully or unlawfully, shall be fraudulently used in violation or evasion of the sovereign rights of the State, she has the power and is fully competent to guard those rights.

The application for an injunction must be denied, and the rule to show cause discharged, with costs."

Construction of the Statutes as to the Ringing of Engine Bells at Railroad Crossings.

SUCH STATUTES ARE FOR THE BENEFIT OF PEOPLE TRAVELING ON THE HIGHWAY. A PERSON INJURED WHILE WALKING ALONG THE TRACK, CANNOT MAINTAIN AN ACTION AGAINST THE COMPANY, BY REASON OF THE NON-RINGING OF THE ENGINE BELL.

The Supreme Court of Rhode Island, in the case of O'Donnell vs. the Providence and Worcester Railroad Company have decided that the fourth section of the "act in relation to railroads" in that State, giving an action to any one injured by the neglect of a railroad company to ring the bell upon their locomotive engine for the distance, at least, of eighty rods from the place where the railroad crosses any turnpike, highway or public way, upon the same level with the railroad, and keep the same ringing until the engine shall have crossed such turnpike or road, was exclusively designed for the benefit of persons crossing the turnpike; and hence a person who is injured by the engine, whilst he is walking along the track of the railroad and not at any crossing, cannot recover damages against the railroad company for such injury upon the ground that the injury was caused by their neglect to ring the bell upon their locomotive, as required by the statute.

The plaintiff's declaration alleged that on the 25th day of April, 1857, the defendants unreasonably neglected and refused to ring any bell upon their locomotive engine, whilst the same was passing upon their railroad, within the distance of eighty rods from the place where said railroad crosses a certain public way, to wit: Webster street in the city of Providence, at the same level with said road, and unreasonably neglected and refused to keep said bell ringing until said engine had crossed said public way: by reason of said neglect the plaintiff was thrown down by said engine and run over and greatly injured, so that he was compelled to have his leg amputated, etc., etc.

The act under which the action was brought so far as applicable to it, is as follows:

Sec. 1. Every railroad company incorporated under the authority of this State shall cause a bell of at least thirty-two pounds in weight to be placed upon each locomotive engine passing upon their road; and the said bell shall be rung at the distance of at least eighty rods from the place where said railroad crosses any turnpike, highway, or public way upon the same level with the railroad, and shall be kept ringing until the engine has crossed such turnpike or road.

Sec. 2 prescribes the duty of placing a board at the crossing with the following inscription in capital letters "Railroad Crossing—Look out for the Engine while the Bell rings." Section third is as follows:

If any railroad company shall unreasonably neglect or refuse to comply with the requisitions contained in this act they shall forfeit for every such neglect or refusal a sum not exceeding one thousand dollars, to be recovered in an action of debt before any court proper to try the same; one

half thereof to and for the use of the State, and the other half to and for the use of the person who shall sue for the same. And the said railroad company shall also be liable for all damages sustained by any person by reason of such neglect or refusal on the part of the company.

At the trial the judge instructed the jury, *pro forma*, that if they were satisfied as to the fair result of the whole testimony, that the defendants neglected to ring their bell as alleged in the declaration and that in consequence of such neglect the plaintiff was injured, they should find a verdict in his favor, without reference to the place where he was, or whether he was or was not lawfully there. Under these instructions, the jury having returned a verdict for the plaintiff for \$1,500 damages, the defendants moved for a new trial, upon the ground of error in law in said instructions. The following is the opinion rendered at the decision of the case, after argument at a General Term of the court.

BRAYTON, J.—The plaintiff does not allege that the defendants conducted the engine carelessly and negligently, and that by reason of such carelessness and negligence the plaintiff was knocked down and injured, but in the language of the statute, that the defendants unreasonably neglected and refused to ring any bell upon a locomotive engine of theirs passing upon their railroad at the distance of eighty rods from the place where said railroad crossed a certain public highway upon the same level with the railroad, etc., by reason whereof the plaintiff was thrown down and injured.

If the defendants have violated any duty owing from them to the plaintiff, and by any means or in consequence of that violation the plaintiff has suffered injury, he has a right to compensation and damages at the hands of the defendants for such injury. In the language of the books, an action lies against him who neglects to do that which by law he ought to do; and that whether the duty be one existing at common law or be one imposed by statute. In order, however, to a recovery, it is not sufficient that some duty or obligation should have been neglected by the defendants, but it must have been a neglect of some duty or obligation to him who claims damages for the neglect. In 1 Comyn's Digest, Action upon Statute F, it is said: "In every case where a statute enacts or prohibits a thing for the benefit of a person, he shall have a remedy upon the same statute for the thing enacted for his advantage, or for the recompense of the wrong done to him contrary to said law;" confirming the remedy to such things as are enacted for the benefit of the person suing. * * * * *

The proof in this cause as given by the plaintiff, was that he the plaintiff, was not, at the time the injury happened, either at the place where the railroad crossed the public highway on the same level, nor upon the highway which was so crossed by the railroad, but at a very considerable distance from any such highway, and upon the track of the railroad. * * * * *

Whether the instruction was or was not erroneous depends upon the construction to be given to the statute. If the thing enacted here, viz., the ringing of the bell, was enacted for the benefit of persons in the position of the plaintiff, then the instructions were correct. If, on the other hand, it was enacted for the benefit of those only who were

travelers, and had occasion to pass upon the highway, and crossed it at grade, then was the indication erroneous.

Now in looking at the provisions of this statute, we think the purpose and object of them are reasonably clear. The act does not require the bell to be rung at or near the approach to any place where any private passway crosses the railroad, nor near any place where the railroad crosses even a public highway, but only near highways or turnpikes which the railroad crosses on the same level and where only there would be danger of a collision of the train with individuals, or their horses, carriages, or teams. The bell is required to be rung for the distance of eighty rods before coming to such crossings. From the usual speed with which trains move, the time between the first signal from the bell, till the engine would cross the public highway, would be barely sufficient for reasonable notice to persons approaching such crossing—from thirty to forty seconds. It is quite evident that it could not have been intended to warn people elsewhere. At such places it was necessary to give notice to travelers approaching the place of crossing, and before they were upon the track, that they should not venture there while the train was approaching; and the bell was required to be sounded that they might have such notice. But the other provision of the act contained in section 4 is still more positive. The sign is to be placed at the highway, and at the place of crossing. It is to be in large letters, so as to be most likely to attract the attention of a passing traveler, and which he could not well fail to see. It is provided that it shall be placed so high as not to obstruct travel, and at such height as to be easily seen by travelers; and other language would have been used, if the act had been designed for the benefit of persons upon the track of the railroad at other places than the crossing of such highway.

We are all of opinion that this enactment was not for the benefit of persons in the situation of the plaintiff, and that the direction given to the jury was, in this regard, erroneous; and for that cause the verdict rendered for the plaintiff must be set aside.

A new trial in this case would be of no service to either party. The plaintiff counts upon the neglect of a duty prescribed by statute, and upon that alone; and that duty not being enacted for his benefit, he cannot claim damages for the neglect of it and can have no right to recover against the defendant, and for his cause.

Railroad Earnings—Weekly.

The Toledo and Wabash Railroad earned the 3d week of August, 1862.....\$37,004 50
Do., 1861.....30,164 91

Increase.....\$6,839 59

The receipts of the Grand Trunk Railway of Canada for the week ending August 16, were:
1862.....\$56,311 40
1861.....51,141 59

Increase.....\$4,669 81

The earnings of the Chicago, Burlington and Quincy Railroad Line (310 miles) in the 2d week of August, 1862, were \$53,491 84 against \$41,163 22 for corresponding term in 1861, showing a gain in 1862 of \$12,328 12.

The traffic of the Great Western Railway of Canada for the week ending August 15, 1862, was as follows:

Passengers.....\$18,825 41
Freight and live stock.....18,233 92
Mails and sundries.....1,319 28

Corresponding week of last year.....\$38,378 61
28,066 28

Increase.....\$10,312 32

The Galena and Chicago Railroad earned the 3d week in August, 1862.....\$28,950 14
Do., 1861.....35,792 27

Decrease.....\$6,842 13

The Chicago and Rock Island Railroad earned the 3d week in August, 1862.....\$28,692 00
Do., 1861.....38,363 70

Decrease.....\$9,491 70

The Michigan Southern Railroad earned for the 3d week of August, 1862.....\$53,038
Do., 1861.....38,777

Increase.....\$14,261

The Cleveland and Toledo Railroad earned the 3d week of August, 1862.....\$18,932.00
Do., 1861.....15,329 00

Increase.....\$3,603 00

The traffic of the Northern Railway of Canada for the 2d week in August, 1862, was:

Passengers.....\$1,891 14
Freight.....6,620 19
Mails and sundries.....100 92

Total.....\$8,612 55
Corresponding period, 1861.....9,271 41

Increase.....\$659 06

The Michigan Central Railroad earned in the 3d week of August, 1862.....\$48,015 48
Do., 1861.....31,507 47

Increase (equal to 55 per cent.)..\$17,508 01

Financial Strength of the North.

It is only in adverse circumstances, or when the exigency far exceeds previous estimate or calculation, that we can judge correctly of a nation's strength. If ours has not been in the former, it certainly found itself in the latter category. Burdens tenfold greater than those supposed in the outset to be adequate to the crises have, at successive stages, been assumed; but with the last, our people were never more strong and hopeful, and really never more prosperous. Few wars in modern times have been more colossal in their proportions; yet none at all approaching it in magnitude, have been followed by consequences so little detrimental to the general welfare. Food, clothing and labor are as abundant as ever at the North—three crowning tests of national prosperity. The productiveness of its people was never so great. The crop of the North, the present year, exceeds that of any previous one; and as we are an agricultural people, all our industries consequently were never more profitably employed. All this prosperity follows immediately upon the excision, and as far as their commerce was concerned, of the practical annihilation of one-third of the States, whose commercial and manufacturing wants were almost wholly supplied by the North. But the disappearance of the rebel States, with their great staple, which they unhesitatingly confided in as the most potent power in the world, has not, in a perceptible degree, weakened the

financial strength of the North, while the ease with which it has carried the burdens imposed upon it, has demonstrated this strength to exceed vastly, not only the estimate of the most sanguine among ourselves, but has excited the astonishment, and shut the mouths of those who predicted, because they desired, our speedy collapse. We have, consequently, achieved a victory of far greater value than mere success in the field. This in the outset may be no indication of the final result—it may be due to skill and enterprise of a leader on the one side, or imbecility and incapacity on the other. Such matters may be only accidents, which are corrected as affairs progress, and when real strength can be brought into action against decided inferiority. Results are then graduated just to the degree of the resources and ability that either party can bring into the field.

Whatever construction consequently may have been put, so far, upon the events of battles, or of military operations, the North has steadily gained in moral position, and in the respect entertained for it by Foreign Powers. Their journals may depreciate, as much as they please, our military capacity, but they well understand that our material is of the finest quality, and that we have really displayed much greater military aptitude, and achieved greater success, than have European nations, when first plunged into hostilities after long periods of peace. We are every day gaining upon their confidence and respect. But this is not the only, nor the greatest achievement of our people. The war has disclosed an unity—a nationality among them, such as has existed, under similar circumstances among no others—for the reason that this nationality is based upon the idea that society and government as they exist at the North, are organized in a manner so as to promote, in the highest degree, the welfare of every member and subject of them. Where such conviction is deep-seated and universal, no possible cause of internal discord exists. There is, in fact, the most intimate and necessary relation between the prosperity and internal harmony of the North. The one is only a sequence of the other. The connection between a good government and a favorable material condition is fully seen, and society is never ungrateful to its benefactors, when the benefits they confer are appreciated. It is not a case where envy or jealousy ever came in to mar the universal sentiment of gratitude and respect.

The fact of our commercial strength, as well as its source, is coming to be palpable to all. But there are abundant proofs beyond those already cited. At the outbreak of the rebellion it was to be expected that securities of all kinds should undergo a fearful decline. The nation was, for a time virtually broken in two. From that moment a new path and a new experience was entered upon. Every possible contingency in the future suggested itself to the public mind. Would not disintegration go on till no two States or communities would be left together? If so would securities or property even retain any value? The mere entertaining of such questions could not have any other effect than that of depreciating in an extraordinary degree the market value of such securities and property. The period of depression necessarily continued till the converse of the proposition presented to the public mind—the probable destruction of the government with all the terrible consequences flowing from such a catastrophe—was fully shown. It could not, and ought not to be taken for granted, but must be left to the course of events, which

since the outbreak, has been one of steady demonstration, that we were what we wished to be—a nation, possessing every element of material strength, and to a degree possessed by no other people; and every condition and attribute of internal quiet and order. Confidence gradually manifested itself, as conviction grows out of indisputable evidence. Prices steadily, though slowly, improved, as one element after another upon which values are based, were found to be in our favor. In this way, by the slow and tedious, but safe process of demonstration have we very nearly reached the place from which our people were so rudely hurled when the rebellion broke out. We shall soon wholly regain it, and reach in the end a much higher one, because we have established what before was only assumed in our favor—genuine strength, and all the conditions of a compact nationality under circumstances the most adverse. The grand thermometer—prices at the Stock Exchange—already records and certifies the truth of the views expressed. Prices will continue to advance, till there shall be a complete harmony between the law of our strength, and the public sentiment in reference to it—a harmony as yet by no means reached.—*Hallett's Financial Circular.*

Great Western Railway of Canada.

Mr. Thomas Swinyard, assistant to Mr. Cawkwell, of the London and Northwestern, has been appointed general manager of the Great Western of Canada, Mr. Brydges having accepted the more lucrative and onerous engagement of General Manager of the Grand Trunk. There will be but one opinion as to the fitness of Mr. Swinyard for this important post, the universal testimony of every one who has been brought into official communication with him concurs in admitting that a calm demeanor and deliberate judgment, with an experience of fifteen years in railway affairs, joined to great natural abilities, specially qualify him for this office. We have reason to know that he was appointed to this situation solely on the strength of the favorable testimonials forwarded to the board from the London and Northwestern as soon as it became known he was a candidate; and we feel convinced, from our knowledge of Mr. Swinyard, that he will assume the duties of his office with a mind perfectly unprejudiced, and with no peculiar views of his own, other than his judgment may determine to be necessary, and as occasions arise, so as to forward the interests of the Great Western of Canada to the best of his abilities.—*London Railway Times.*

New York Canal Tolls.

The following is a comparative statement of the tolls collected on the state canals, showing an increase thus far this year over the receipts for the same period last year of nearly a million dollars:

Receipts 1st week in August, 1862	\$132,279 68
Do. in 1861	100,202 73
Increase	\$32,094 95
Receipts 2d week in Aug. 1862	107,046 72
Do. in 1861	86,688 41
Increase	\$20,458 31
Receipts 3d week in Aug., 1862	202,905 78
Do. in 1861	126,659 69
Increase	\$76,246 09
Total receipts from May 1st to August 22d, 1862	\$2,595,336 90
Do. in 1861	1,759,615 10
Total increase	\$835,721 10

During the first and second weeks in August, 1862, navigation was suspended on the Western Divisions of the Erie Canal about seven days, in consequence of the break at Knowlesville.

Value of imports at New York from foreign ports for seven months:			
	1860.	1861.	1862.
First quarter	\$64,692,800	\$61,366,400	\$45,222,800
Second quarter	53,005,300	42,485,400	39,837,600
July	24,521,600	14,909,000	20,353,200
Total	\$142,519,700	\$118,760,800	\$105,413,600

Summary of imports at New York from foreign ports for seven months:			
	1860.	1861.	1862.
General merchandise	\$74,087,600	\$46,174,100	\$63,076,900
Dry goods	65,990,400	31,515,000	30,158,200
Total merchandise	\$140,078,000	\$77,689,100	\$93,235,100
Specie	2,441,700	41,071,700	12,151,500
Total imports	\$142,519,700	\$118,760,800	\$105,413,600
Withdrawals	33,251,000	56,268,000	51,397,700
Warehoused	42,926,100	42,884,900	40,588,200

Value of Exports and Imports and Revenue from Customs at New York, in July, for four years:			
	Exports.	Imports.	Customs Rev.
1859.	\$15,602,400	\$27,306,000	\$4,851,200
1860.	14,463,200	24,821,600	4,504,000
1861.	10,028,000	14,909,000	2,069,600
1862.	28,684,900	20,353,200	7,211,900

Value of exports from New York to foreign ports for the month of July:			
	1860.	1861.	1862.
Domestic merchandise	\$7,525,713	\$9,553,789	\$14,050,437
Foreign, dutiable	232,552	280,866	449,948
Foreign, free	140,949	203,325	1,117,193
Total merchandise	\$7,899,214	\$10,038,980	\$15,617,578
Specie	6,563,985	11,020	8,067,337
Total exports	\$14,463,199	\$10,059,000	\$23,684,915

Value of exports, exclusive of specie, from New York to foreign ports for seven months:			
	1860.	1861.	1862.
First quarter	\$24,939,400	\$34,941,300	\$40,982,000
Second quarter	40,208,300	34,909,300	48,568,300
July	14,463,200	10,028,000	23,684,900
Total	\$79,610,900	\$79,878,600	\$113,235,100

Receipts of revenue from customs at New York for seven months:			
	1860.	1861.	1862.
July	\$4,504,066	\$2,069,591	\$7,211,918
Qr. ending—			
June 30	7,584,924	3,507,469	13,519,804
March 31	10,754,755	7,077,765	11,543,584
Total	\$22,843,745	\$12,654,025	\$32,275,206

Advance in Railway Freights.

The following are the new rates of freight which went into operation at Cincinnati on the 20th inst.:

	1860.	1861.	1862.
To Toledo, rail	1 57	1 57	1 57
To Cleveland, rail	1 57	1 57	1 57
To Milwaukee, rail	1 57	1 57	1 57
To Chicago, rail	1 57	1 57	1 57
To Dunkirk and Buffalo, rail	1 57	1 57	1 57
To do, rail and lake	1 57	1 57	1 57
To New York, rail	1 57	1 57	1 57
To do, rail and lake	1 57	1 57	1 57
To Boston, rail	1 57	1 57	1 57
To Philadelphia, rail	1 57	1 57	1 57
To Pittsburgh, rail	1 57	1 57	1 57
To Toronto, rail	1 57	1 57	1 57
To Montreal, rail	1 57	1 57	1 57
To Albany, Troy and Schenectady, rail	1 57	1 57	1 57
To do, rail and lake	1 57	1 57	1 57

Pacific Railroad.

The Leavenworth, Pawnee, and Western Railroad Company, we understand, have put under contract 350 miles of the Pacific Railroad to responsible contractors, the road to run from the Missouri River on to the 190th meridian, and the work to commence the 1st of October. The Directors of the Pacific Railroad, appointed by Congress, will meet at Chicago on Tuesday next.

Railroad Companies will oblige us by sending us copies of their Reports, as soon as they are issued.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receiver. (t) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Chicago and Northwestern:					Galena and Chicago Union:				
Mortgage	\$300,000	7	1867	---	1st Mortgage (preferred)	1,250,000	7	---	95	1st Mortgage Coupon	1,971,000	7	'62-'63	102½
Convert. (guar. by Dir.)	150,000	7	1863	---	1st Mortgage (general)	3,600,000	7	---	70	1st Mortgage (Extended)	22,000	7	1882	104½
Alabama and Miss. Rivers:					Bonds issued for coupons of do.	756,000	7	---	---	2d Mortgage (S. F.) Coupon	1,411,000	7	1875	93½
State (Ala.) Loan	123,171	7	---	---	2d Mortgage	2,000,000	6	---	31½	*Great Western, Ill.:				
Mortgage	109,500	7	---	---	Appleton Extension Bonds	184,000	7	---	80	1st Mortgage Eastern Division	1,000,000	10	---	---
Alabama and Tenn. Rivers:					Flag Trust Bonds	245,000	8	---	---	" Western	1,350,000	7	---	---
1st Mortgage convertible	833,000	7	1872	---	Cincinnati, Hamilton and Dayton:					Hannibal and St. Joseph:				
2d Mortgage	225,705	8	1864	---	1st Mortgage	394,000	7	1867	100	Missouri State Loan (1st Lien)	3,000,000	6	---	47
Albany, Vt. and Canada:					2d Mortgage	950,000	7	1880	100	Land Security	5,000,000	7	1881	26
1st Mortgage	500,000	7	1867	---	*Cincinnati, Wilm. and Zanesville:					Mortgage (convertible)	1,360,000	7	1883	---
Albany and West Stockbridge:					1st Mortgage	1,300,000	7	1869	---	Mortgage (not convertible)	1,200,000	7	1889	---
Albany City (S. F.)	1,000,000	6	'66-'76	---	2d Mortgage	574,000	7	---	---	Harrisburg and Lancaster:				
Androscoggin and Kennebec:					3d Mortgage	158,000	7	---	---	New Dollar Bonds	661,000	6	1883	103
Million Dollar Loan	468,600	6	'61-'64	70	Income	250,500	7	---	---	Hartford and New Haven:				
\$1,000,000 Loan	533,100	6	1890	79	Tunnel Right	1,000,000	7	---	---	1st Mortgage	927,000	6	1873	99
Stock, convert. (Coupon)	710,000	6	'63-'65	---	Cleveland and Mahoning:					Housatonic:				
Atlantic and Great Western:					1st Mortgage	850,000	7	---	90	1st Mortgage	170,000	6	1877	---
Penn. Division, 1st Mortgage	2,500,000	7	1877	77	2d Mortgage	499,000	7	---	---	Houston and Texas Central:				
Ohio " 1st Mortgage	4,000,000	7	1875	77	3d Mortgage	344,100	8	---	---	State (1st Lien) Loan	210,000	---	---	---
N. York " 1st Mortgage	1,250,000	7	1879	80	Clev. Painesville and Ashtabula:					Mortgage	125,000	7	1866	---
Atlantic and St. Lawrence:					1st Mortgage	564,000	7	1861	99	Hudson River:				
Dollar Bonds (Coupon)	988,000	6	1866	---	2d Mortgage	303,000	7	1862	---	1st Mortgage	4,000,000	7	'69-'70	110
Sterling Bonds (Coupon)	484,000	6	1878	97	Special (Sunbury and Erie)	500,000	7	1874	---	2d Mortgage (S. F.)	2,000,000	7	1860	107
City of Portland Loan (Coups.)	1,500,000	6	'68-'70	---	Convertible Scrip	300,000	7	1880	---	3d Mortgage	1,840,000	7	1875	94½
Baltimore and Ohio:					Cleveland and Pittsburgh:					Convertible	1,002,000	7	1867	90
Maryland Sterling	3,000,000	5	1838	---	1st Mortgage (Main Line)	800,000	7	1860	96½	Illinois Central:				
Mortgage Coupon	2,500,000	6	1885	96½	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	93	Optional Right bonds	38,000	7	1868	---
" "	700,000	6	1880	99	3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	81½	Construction	10,798,500	7	1875	100
" "	1,128,500	6	1875	100	4th Mort. (M. L.) or 3d Extension	1,164,000	7	---	63	Construction	4,115,000	6	1875	100
" "	1,000,000	6	1867	97	Clev. Columbus and Cin.					Eight per cent. bonds	326,000	8	1865	---
Balt. City Loan	5,000,000	6	1890	---	1st Mortgage, Coupon	509,000	7	'64-'90	---	Indiana Central:				
Bellefontaine and Ind. (1 Jan. '60):					Cleveland and Toledo:					1st Mortgage (convertible)	600,000	7	1866	---
1st Mortgage convertible	791,000	7	1866	55	Junction 1st Mortgage 1st Div.	299,000	7	1867	65	2d Mortgage	284,500	10	---	---
2d Mortgage	157,000	7	1870	---	Junction 1st Mortgage 2d Div.	219,000	7	1872	65	Income	281,500	10	---	75
Belvidere Delaware:					Junction 2d Mortgage	221,000	7	1862	---	Indianapolis and Cincinnati:				
1st Mort. (guar. O. and A.)	1,000,000	6	1877	---	Tol., Nor. and Clev. 1st Mort.	621,000	7	1863	75	1st Mortgage	500,000	7	1866	86
2d Mortgage (do.)	500,000	6	1885	---	Tol., Nor. and Clev. 2d Mort.	283,200	7	1863	75	2d Mortgage	400,000	7	---	86
3d Mortgage (do.)	651,000	6	1877	---	Junction Income	27,500	7	1862	---	Real Estate Mortgage	200,000	7	1858	68
Black River and Utica:					C. and T. Income Mortgage	104,400	7	1863	75	Ind., Pittab. and Clev. (1 Jan. '60):				
1st Mortgage	370,000	7	1869	---	C. and T. Income (convertible)	174,000	7	1864	---	1st Mortgage	650,500	7	1870	---
Boston Concord and Montreal:					C. and T. Income (convertible)	256,000	7	1864	---	2d Mortgage	314,000	7	---	---
1st Mortgage	200,000	6	1870	---	C. and T. Dividend (convert.)	161,485	7	1865	75	Jeffersonville:				
2d Mortgage	300,000	7	1870	91½	C. and T. Income (convertible)	39,000	7	1870	---	1st Mortgage	272,000	7	1861	75
3d Mortgage Coupons	150,000	6	---	---	C. and T. (S. F.) Mortgage	1,545,000	7	1885	96½	2d Mortgage	392,000	7	1873	70
4th Mortgage Coupons	200,000	7	---	---	Columbus and Xenia:					*Kennebec and Portland:				
Sinking Fund	200,000	6	---	---	Dividend (due 1860, '61, '62, '66)	115,900	---	var.	93½	1st Mortgage (City and Town)	800,000	6	1870	---
Boston and Lowell:					Connecticut River:					2d Mortgage	230,000	6	1861	---
Mortgage	440,000	6	1873	---	Connecticut and Passump. Rivers:					3d Mortgage	250,000	6	1862	---
Buffalo, New York and Erie:					1st Mortgage	250,000	6	1878	---	*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage coupon	2,000,000	7	1877	89	Connecticut and Passump. Rivers:					1st Mortgage	160,000	6	---	---
2d Mortgage coupon	350,000	7	---	---	1st Mortgage	800,000	6	1876	95	1st Mortgage	260,000	7	---	---
Buffalo and State Line:					Cumberland Valley:					2d Mortgage (convertible)	1,000,000	7	---	---
1st Mortgage	500,000	7	1866	106	1st Mortgage	161,800	8	---	---	3d Mortgage	600,000	7	---	---
Income ½ in '59, ½ in '62	200,000	7	var.	---	2d Mortgage	109,500	8	---	---	Guaranteed by Covington	200,000	6	---	---
Unsecured	200,000	7	1864	---	Dayton and Michigan (1 Ap. '60):					Cincinnati (exchanged)	100,000	6	---	---
Special Erie and North-East	149,000	7	---	---	1st Mortgage	300,000	8	---	---	Keokuk, Ft. D. Moines and Minn.:				
Burlington and Missouri:					2d Mortgage	2,212,000	8	---	---	City of Keokuk, 20 years	400,000	8	---	---
1st Mort. on 1st Division	590,000	---	---	---	Dayton and Western:					City of Keokuk, (special tax)	150,000	10	---	---
Cairo and Fulton (Mo.):					1st Mortgage	300,000	7	---	50	Lee County, 20 years	150,000	8	---	---
State (Mo.) Loan	650,000	6	'73-'79	---	2d Mortgage	---	7	---	40	Keokuk, Mt. Pleasant and Muscat.				
Camden and Amboy:					Delaware:					Lee County	150,000	8	---	---
Mortgage	367,000	6	1864	100	1st Mortgage	500,000	---	---	80	City of Keokuk	200,000	8	---	---
Mort. (chgd from Sterlg)	888,000	5	1864	100	Guaranteed	65,000	---	---	---	Henry and Louisa Company's	50,000	8	---	---
Mortgage	800,000	6	1849	---	State Loan	170,000	---	---	---	Lehigh Valley:				
Mortgage	1,700,000	6	1875	84½	Delaware, Lackawanna and W'n:					1st Mortgage	1,500,000	6	1870	103
Sterling (\$210,000)	1,008,000	5	1864	---	1st Mortgage (E. Extension)	900,000	---	1871	109	La Crosse and Milwaukee:				
Sterling (\$225,000)	1,090,000	6	1864	---	2d Mortgage	1,499,000	---	1875	109	1st Mortgage (Eastern Div.)	903,000	---	---	89
New Loan (iss'd \$337,000)	2,500,000	6	1887	---	Income (due 1862, '65 and '67)	2,516,500	---	1881	107	2d Mortgage (Eastern Div.)	1,000,000	---	---	---
*Catawissa:					14,101	---	var.	88	---	1st Land Grant (Western Div.)	4,000,000	---	---	22½
1st Mortgage	1,500,000	7	1865	32	Detroit and Milwaukee:					2d Land Grant (Western Div.)	353,500	---	---	22½
Cayuga and Susquehanna:					1st Mortgage (convertible)	2,500,000	7	1875	---	3d Mortgage (whole road)	1,700,000	---	---	---
1st Mortgage	300,000	7	1865	---	2d Mortgage	1,000,000	8	1866	---	Farm Mortgage	1,087,700	---	---	---
Central of Georgia:					3d Mortgage (convertible)	750,000	10	1863	---	Unsecured Bonds	1,785,000	---	---	---
Mortgage	86,067	7	1863	---	4th Mortgage (G. W. R. R.)	500,000	8	---	---	Lexington and Frankfort:				
Central of New Jersey:					Dubuque and Pacific:					Mortgage, due 1864, '69 and '74	130,000	6	---	---
1st Mortgage	1,400,000	7	'65-'70	109	New Construction	800,000	---	---	---	Little Miami:				
2d Mortgage	600,000	7	1875	100	Dubuque Western:					Mortgage (Coupon)	1,300,000	6	1863	80
Central Ohio:					1st Mortgage	344,000	---	---	---	Long Island:				
1st Mortgage W. Div.	450,000	7	1861	81	Eastern (Mass.):					1st Mortgage	500,000	6	1870	92
1st Mortgage E. Div.	800,000	7	1864	80	Income (due \$75,000 annually)	275,000	6	var.	100½	Extension Bonds	175,000	7	1890	100
2d Mortgage	800,000	7	1865	64	2d Mortgage (convertible)	710,000	5	'62-'72	98	Long Dock Co.:				
3d Mortgage (S. F.)	950,000	7	1885	---	3d Mortgage (convertible)	450,000	6	1874	104	Mortgage Bonds	500,000	7	1882	---
4th Mortgage (S. F.)	1,365,800	7	1876	---	1st M. (State) \$75,000 a y'r after '64	500,000	5	var.	---	Mortgages on Land	473,800	7	---	---
Charleston and Savannah:					East Tennessee and Georgia:					Louisville and Frankfort:				
1st Mortgage (endorsed)	510,000	6	---	---	State, 1st Mortgage	970,000	---	---	---	Louisville Loan	174,000	---	---	---
2d Mortgage	1,000,000	7	---	---	Endorsed by State of Tennessee	150,000	---	---	---	1st Mortgage	248,000	---	---	---
Cheshire:					Mortgage (ordinary)	790,888	---	---	---	Louisville and Nashville:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.	---	East Tennessee and Virginia:					State [Tenn.], 1st Lien	300,000	6	---	---
Chicago, Burlington & Quincy:					State, 1st Lien	1,602,000	---	---	---	1st Mortgage	2,000,000	7	---	---
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	110	Endorsed by State of Tennessee	200,000	---	---	---	Lebanon Branch 1st Mortgage	400,000	7	var.	---
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108	1st Mortgage (after State)	100,000	---	---	---	Memphis Branch 1st Mortgage	500,000	7	var.	---
Chic. and Aur. 1st Mort.	399,000	7	1867	---	Redeemable in Stock	66,950	---	---	---	McMinnville and Manchester:				
Chic. and Aur. 2d M. (S. F.)	305,000	7	1869	---	Eaton and Hamilton:					State [Tenn.]	372,000	6	---	---
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	---	1st Mortgage	757,734	---	var.	---	Mortgage	24,000	7	---	---
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	---	Erie and North-East:					Mortgage	10,000	6	---	---
Chicago, Alton and St. Louis:					Exchanged for Buff. and St. L.	149,000	---	---	---	Madison and Indianapolis:				
1st Mortgage	---	---	---	---	Florida:					Mortgage	600,000	7	1861	83
2d Mortgage	---	---	---	---	Internal Improvement (State)	1,655,000	7	1891	---	Marletta and Cincinnati:				
3d Mortgage	---	---	---	---	Free Land, 2d Mortgage	1,500,000	8	1891	---	Mortgage Bonds	235,780	7	1891	90
Chicago and Milwaukee:					Florida and Alabama:					Memphis and Charleston:				
1st Mortgage (convertible)	700,000	7	1874	70	Internal Improvement (State)	---	---	1891	---	State Tenn.] Loan	1,100,000	6	1	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:					N. York, Providence and Boston:					Racine and Mississippi:				
State (Tenn.) Loan.....	\$1,340,000	6			1st Mortgage.....	\$331,000	6			1st Mortgage (Eastern Division)	\$880,000	8		
Michigan Central:					North Carolina:					1st Mortgage (Western Division)	757,000	8		
1st Mortgage Sterling.....	467,489	6	1872	98	State Loan.....	2,000,000	6			Raleigh and Gaston:				
1st Mortgage 8½% (convertible).....	500,000	8	1869	84	State Loan.....	1,000,000	6			Coupon.....	100,000		1862	
1st Mortgage (convert.) Dollar.....	2,598,000	8	1869	107	North-Eastern (S. C.):					Richmond and Danville:				
1st Mortgage (S. F.), convertible.....	4,434,000	8	1882	112	1st Mortgage.....	700,000				State (Va.) Loan (34 years).....	600,000	6	var.	
Mich. Southern and N. Indiana:					2d Mortgage.....	224,500				Guaranteed by State.....	200,000	7	1875	
Michigan Southern, 1st.....	850,000	7	1860	100	Real Estate.....	35,910				Mortgage (Coupon).....	250,000	7	1859	
Northern Indiana, 1st.....	904,000	7	1861	108	Northern Central:					Richmond, Fred. and Potomac:				
Erie and Kalamazoo.....	300,000	7	1862		Balt. and Susq. R. R. (Coupons).....	150,000	6	1866		Sterling (£267,000).....	324,006	6	1860	
Michigan Southern, conv.....	44,000	7	1863	85	Md. State Loan (B. and Susq.).....	1,500,000	6			Richmond and Petersburg:				
Northern Indiana, conv.....	100,000	7	1863	81	York and Cumberland 1st Mort.....	175,000	6	1870		Coupon.....	150,000		1875	
Jackson Branch.....	128,000	7	1863	88	York and Cumberland 2d Mort.....	25,000	6	1871		* Rutland and Burlington:				
Goshen Air Line.....	1,116,000	7	1868	100	Y. and C. guar. by Balt. 3d Mort.....	500,000	6	1877		1st Mortgage.....	1,800,000	7	1863	33
Detroit and Toledo.....	684,000	7	1876	88	N. C. Contract, 2d Mort.....	300,000	6	1875		2d Mortgage.....	937,500	7	1863	1
1st General Mortgage (S. F.).....	3,030,000	7	1885	102	Construction, 2d Mort.....	2,500,000	6	1885	85	3d Mortgage.....	435,050	7	1863	
2d General Mortgage.....	2,572,000	7	1877	89	Northern (Ogdensburg):					Sacramento Valley:				
* Milwaukee and Beloit:					1st Mortgage.....	1,494,000	7	1859	70	1st Mortgage.....	400,000	10	1875	
1st Mortgage.....	630,000	8			2d Mortgage.....	3,077,000	7	1861	3	2d Mortgage.....	329,000	10	1881	
Milwaukee and Chicago:					North Missouri:					Sandusky, Dayton and Cincinnati:				
1st Mortgage.....	400,000	8			State Loan (30 years).....	4,350,000	6			Mortgage.....	125,000	10	1866	
2d Mortgage.....	200,000	7			North Pennsylvania:					Mortgage.....	1,097,000	7	1866	
* Milwaukee and Horicon:					Mortgage.....	2,500,000	6	1875	77	Mortgage.....	1,000,000	7	1875	
1st Mortgage.....	420,000	8			Chattell Mortgage.....	360,000	10	1883	101	Sandusky, Mansfield and N. Y.:				
2d Mortgage.....	600,000	8			Northern (N. H.):					1st Mortgage.....	1,200,000	7	1866	
Milwaukee and Prairie du Chien:					Mortgage (due 1860, '64 and '74).....	219,500		var.		Saratoga and Whitehall:				
1st Mortgage (Coupon).....	2,526,000	7	1891	96	Norwich and Worcester:					1st Mortgage.....	250,000	7	1863	
1st Preferred stock.....	1,060,000			90	Mass. State Loan.....	400,000	6	1877		1st Mortgage (R. and W. Br.).....	100,000	7	1866	
2d Preferred stock.....	1,020,000			74	Mortgage.....	205,800	6	1860		Seaboard and Roanoke:				
Mississippi Central:					Ohio and Mississippi (O. and Ind.):					1st Mortgage.....	300,000	7	1860	
1st Mortgage.....	1,007,363	7			1st Mortgage.....	2,193,500	†	1858		3d Mortgage.....	75,000	7	1870	
Mississippi Central and Tenn.:					2d Mortgage.....	316,995	†			Dividend Bonds.....	60,000	7	1856	
State (Tenn.) Loan.....	529,000	6			Construction.....	4,637,920	†	1858		South Carolina:				
Mississippi and Missouri:					Income.....	3,591,185	†	1868	17	State Loan.....	187,000	5	1868	
1st Mortgage (convertible).....	1,000,000	7			Orange and Alexandria:					Sterling.....	183,333	6	1863	
2d Mortgage (S. F.).....	400,000	8			1st Mortgage.....	400,000	6	1866		Sterling (convertible).....	2,000,000	5	1866	
Oaklousa Division.....	1,425,000	7			2d Mortgage or 1st Extension.....	1,200,000	6	1875		Southern Mississippi:				
Land Grant.....	7,000,000	7			2d Extension.....	600,000	8	1873		1st Mortgage.....	500,000			
Mississippi and Tennessee:					Pacific (Mo.):					South-Western (Ga.):				
Tennessee State Loan.....	98,000	6	1885		State (Mo.) Loan.....	7,000,000	6			1st Mortgage.....	681,000		1875	
Mississippi State Loan.....	202,799	6			State Loan (S. W. Branch).....	2,800,000	6			* Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage.....	171,000	7	1876		Construction.....	4,500,000	6			1st Mortgage.....	500,000			
Mobile and Ohio:					Panama:					2d Mortgage.....	450,000			
City (Mobile) Tax Loan.....	400,000	6			1st Mortgage Sterling.....	1,250,000	7	1865	100	* Steubenville and Ind. (P. C. and C.):				
Tennessee State Loan.....	674,860	6			2d Mortgage Sterling.....	1,160,000	7	1872		1st Mortgage.....	1,500,000	7	1870	
Alabama State Loan.....	389,410	6			Pennsylvania:					2d Mortgage.....	900,000	7	1865	
Income.....	1,508,070	8	'61-'67		1st Mortgage.....	4,990,000	6	1880	104	* St. Louis, Alton and Chicago:				
Sterling.....	878,035	6	1883		2d Mortgage.....	2,421,000	6	1875	100	1st Mortgage.....	2,000,000	7		91
Mississippi State Loan.....	200,970	6			2d Mortgage Sterling.....	2,126,400	6	1875		2d Mortgage.....	1,535,000	7		
Montgomery and West Point:					State Works Bonds.....	7,100,000	5		87	3d Mortgage (Income).....	1,000,000	10		
Alabama State Loan.....	122,622	6	var.		Pennsylvania Coal Company:					St. Louis and Iron Mountain:				
Mortgage (due 1860, '63 and '65).....	350,000	6	var.		1st Mortgage.....	600,000	7	1861		State (Mo.) Aid.....	3,501,000			
Mortgage.....	450,000	8	1866		Penobscot and Kennebec:					St. Louis City Subscription.....	500,000			
Morris Canal and Banking Co.:					Bangor City 1st Mortg. (Coupon).....	780,000	6	'74-'75		St. Louis County Subscription.....	1,000,000			
Mortgage Bonds.....	655,250	6	1876	99	2d Mortgage (Coupon).....	268,800	6	1876		Sunbury and Erie:				
Preferred Stock.....	1,175,000	10		118	3d Mortgage (Coupon).....	156,600	6	1871		1st Mort. (Sunbury to W. map't).....	1,000,000	7	1877	94
Musconge:					Peoria and Quawks:					Mortgage (half to State).....	7,000,000	5	'75-'78	
1st Mortgage.....	240,000	7			1st Mortg. (W. Ext.) convertible.....	500,000	8	1862		Syracuse, Binghamton and N. Y.:				
Nashville and Chattanooga:					1st Mortg. (E. Ext.) convertible.....	500,000	8	1873		1st Mortgage Coupon.....	1,400,000	7	1876	
Mortgage (State endorsed).....	1,500,000				Petersburg:					St. Louis, Alton & Terre Haute:				
Chat. and Clev. Subse. (endors.).....	231,000				Mortgage (due 1863 to 1872).....	103,000	7	var.		1st Mortgage (convertible).....	1,000,000	7	'62-'72	92
* New Albany and Salem:					Petersburg and Lynchburg (S. Side).....					2d Mortgage (convertible).....	2,000,000	7	'63-'70	90
Crawfordsville.....	175,000	7			State (Va.) Loan (S. F.).....	800,000	7			Tennessee and Alabama:				
1st Mortgage.....	500,000	10			1st Mortgage (1859-'70-'75).....	365,000	6	var.		State (Tenn.) Loan.....	814,000			
1st Mortgage.....	2,235,000	6			3d Mortgage (1862-'70-'72).....	378,000	6	var.		Terre Haute and Richmond:				
N. Hav., N. Lond. and Stonington:					Special Mortgage (1865-'68).....	175,000	6	var.		1st Mortgage (convertible).....	230,000	7	1866	
Mortgage.....	450,000	7			Last Mortgage (1861 to 1869).....	133,500	8	var.		Toledo and Wabash:				
Mortgage.....	200,000	6			Phila., German'n and Norris'n:					1st M. (Toledo and Wabash).....	900,000	7	1865	94
Extension.....	100,000	10			Consolidated Loan.....	274,800				1st M. (L. E. Wab. and St. Louis).....	2,500,000	7	1865	94
New Haven and Northampton:					Loan of 1842.....	100,000				2d M. (Toledo and Wabash).....	1,000,000	7	1869	71
1st Mortgage.....	500,000		1869		Philadelphia and Reading:					2d M. (Wabash and Western).....	1,500,000	7	1899	71
New Jersey:					Bonds of 1836, (unconvertible).....	408,000	5	1867		* Vermont Central:				
Company's (various).....	711,000		var.	102	" 1836, ".....	192,000	5	1880	99	1st Mortgage Coupon.....	2,000,000	7	1861	15
New London Northern:					" 1849, ".....	3,103,600	6	1870	56	2d Mortgage Coupon.....	1,135,000	7	1867	1
1st Mortgage.....	85,000	7		100	" 1861, ".....	436,000	6	1871		Virginia Central:				
N. Orleans, Jackson and Gt. North.:					" 1843, ".....	1,548,300	6	1880	101	Mort. guaranteed by State of Va.	100,000	6	1880	85
State (Miss.) Loan.....	255,000	5	'63-'48		" 1844, (convertible).....	863,000	6	1880	100	Mortgage (coupons).....	198,000	6	1872	82
1st Mortgage Coupon.....	2,605,000	8	1886		" 1848, ".....	124,000	6	1880	99	Mortgage (coupons).....	926,000	6	1884	
N. Orleans, Opelousa, and Gt. West.:					" 1849, ".....	83,000	6	1880	102	Virginia and Tennessee:				
Louisiana State Loan.....	641,000	6			" 1857, ".....	3,586,500	6	1886	84	State (Va.) Loan.....	1,000,000	6	1887	
New Orleans City Subscription	1,500,000	5			" 1856, ".....	1,475,000	7	1886	89	1st Mortgage.....	500,000	6	1872	85
1st Mortgage (S. F.).....	566,000	8	1889		Bonds and Mortg's-real estate	592,200				2d or Enlarged Mortgage.....	1,000,000	6	1884	81
New York Central:					Preferred Stock.....	1,551,800				Salt Works Br. Mort. due '59-'61	203,000	6	var.	
Premium (S. F.) Bonds.....	7,552,000	6	1883	106	Phila., Wilmington and Baltimore:					Warren (N. J.):				
Funding (S. F.) Bonds.....	1,553,000	7	1876	112	Mortgage Loan.....	2,300,000	6	1884	99	1st Mortgage.....	568,500	7	1875	
Stock Exchange (S. F.) Bonds.....	680,000	6	1883	106	Improvement.....	119,000	6	1863		Warwick Valley, N. Y.:				
Real Estate (S. F.) Bonds.....	186,000	6	1883	106	Pittsburg and Connellsville:					1st Mortgage.....	60,000	7	1880	87
Real Estate Bonds.....	301,952	7			City of Pittsburg Bonds.....	500,000				2d Mortgage.....	25,000	7	1871	70
Bonds of June, 1864.....	3,000,000	7	1864	104	Alleghany Co. ".....	750,000				Watertown and Rome:				
Convertible Bonds.....	970,000	7	1876	111	Connellsville ".....	100,000				Mortgage (new bonds).....	800,000	7	1880	
R. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	104	McKeesport ".....	100,000				Western (Mass.):				
New York and Erie:					Baltimore City ".....	94,000				Sterling (£899,900).....	4,319,520	5	'68-'71	
1st Mortgage.....	3,000,000	7	1867	110	Baltimore City Stock.....	906,000				Dollar Bonds.....	802,000	6	1875	
2d Mortgage.....	4,000,000	7	1864	108	1st Mortgage (Turtle Cr. Div.).....	400,000	6	1889		Albany City Bonds.....	1,000,000	6	'66-'76	
3d Mortgage.....	6,000,000	7	1883	104	Pittsb'g, Ft. Wayne and Chicago:					Hudson & Boston R. R. Loan.....	160,000	6		
4th Mortgage.....	4,900,000	7	1880	95	2d Mortgage.....	5,250,000	7	1911	96	Williamsport and Elmira:				
5th Mortgage.....	1,792,500	7	1883	89	3d Mortgage.....	5,100,000	7	1911	84	1st Mortgage.....	1,000,000	7	1890	85
New York and Harlem:					Pittsburg and Steubenville:					Wilmington and Manchester:				
1st Mortgage.....	2,950,000	7	1873	106	Mortgage.....	800,000	†	1865		1st Mortgage.....	506,000	7	1866	209
2d Mortgage.....	1,000,000	7	1864	101	Potomac and Watertown:					2d Mortgage.....	200,000	7	1872	
3d Mortgage.....														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Net.				
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.				Floating Debt.	Gross.		Net.			
																						No.		
ALABAMA.																								
30 Jun. '00	65.0			50.6	2	2	19	Alabama and Florida	1,451,336			877,963	503,500	105,255	1,515,704	54.0		101,102	37,866					
28 Feb. '00	30.3			58.1	11	9	102	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,862					
31 May '00	109.6			57.8				Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232					
30 Jun. '00	67.0			171.3				Mobile and Girard	1,500,000	*								76,773	21,006					
1 Apr. '01				67.2	1	2	10	Mobile and Great Northern	590,216	*		600,431			600,431									
1 May, '01	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000	*								1,402,858	695,370					
29 Feb. '00	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9		505,156	280,269			6		
1 May, '01				209.5				North East and South West																
ARKANSAS.																								
30 Nov. '00	38.5			107.5				Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949									
CALIFORNIA.																								
30 Dec. '00	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594					
CONNECTICUT.																								
31 July '00	23.8		2.8		4	4	43	Danbury and Norwalk	343,103	50,373		307,010	96,500		4,323,922	23.8		45,543	77,028			10		
31 Jun. '01	122.4		15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,510,500	319,444	4,323,922	122.4		252,906	369,147			14	142	
31 Aug. '01	61.4	1.6	64.5		18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,9	5,087	73.0	323,491	712,876					
31 Dec. '00	74.0				11	11	240	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0		213,253	319,106					
31 Dec. '00	57.0			1.3	7	11	179	Saugatuck	1,381,800	*		1,031,800	289,750	21,408	1,342,958	57.0		137,813	263,209			8		
31 Dec. '00	62.0			2.6	6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156,429	1,644,967	62.0		127,390	135,072					
31 Dec. '00	46.0	8.8		4.9				New Haven and Northampton	1,400,000	*		922,500	500,000		1,422,500	55.2		120,671	149,317			149,317		
31 Dec. '01	66.0			6.2	7	7	111	New London Northern	686,074	*		602,138	61,300	24,901	688,562	66.0		145,762	116,897			5	2	
31 Mar. '02	61.3	1.0	63.8		32	74	368	New York and New Haven	4,643,649	710,403		3,000,000	1,890,000		5,626,549	117.4		499,850	808,000					
30 Nov. '01	59.4	7.0	8.5		14	17	282	Norwich and Worcester	2,613,694	*	200,000	2,122,500	809,300	62,477		66.4		288,512	108,626					48
DELAWARE.																								
31 Oct. '00	84.3			10.7				Delaware	1,552,257	*		406,132	870,000	271,877	1,607,684	84.3		136,631	138,970			64		
31 Oct. '01	16.2							Newcastle and Frenchtown	704,860	*	43,525	744,520		5,024	749,544	5.0			22,308					
FLORIDA.																								
30 Apr. '02	154.2			3.0	13.0	8	1	Florida	532,791	30,586		191,455	195,000	75,894	619,112	32.0		7,887	3,635					
30 Apr. '02	59.9			5.0				Flo. Atlantic and Gulf Central																
30 Apr. '02	100.0	3.9	10.0	153.5				Pensacola and Georgia								29.4								
GEORGIA.																								
30 Jun. '00	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827			8	125	
30 Apr. '01	92.6		8.7	70.9				Atlanta and Gulf-M. Trunk								30.0								
31 Dec. '00	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612					
30 Apr. '00	43.5			23.7				Brunswick and Florida	755,000	*		151,837				81.0								
30 Nov. '00	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0		879,408	1,715,025			10		
31 Mar. '00	171.0	61.0			19	16	171	Georgia (and Bank)	4,156,000	*	1,003,650	1,500,000	312,500		8,123,343	232.0		1,159,188	528,048			8	100	
30 Nov. '00	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,296	1,658,976	102.5		226,241	404,618			19	72	
31 July '00	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0								
1 May, '00	68.1				3	4	33	Savannah, Albany and Gulf	1,386,654	52,574		1,275,901	10,200	180,621	1,473,140	71.6								
31 July '00	106.1	100.8	16.2		18	22	201	South Western	3,770,435	*		2,921,900	396,500	15,913	3,822,913	228.8								
30 Sep. '00	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.				138.0		882,343	454,541					
ILLINOIS.																								
31 Dec. '01	220.0				50	30	763	Chicago, Alton and St. Louis	10,000,000	*		8,500,000	4,500,000		10,000,000	220.0		1,098,465	452,698			4		
30 Apr. '01	138.0			26.0	62	31	990	Chic. Burlington and Quincy	6,062,928	1,405,998	2,725,930	4,689,340	3,814,516		10,195,257	168.0		1,514,478	242,564					56
31 Dec. '00	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	885,000	762,866	188,045	2,050,066	45.0	14 mo.	243,282	135,284					
1 Apr. '02	242.0				36	23	647	Chicago and Northwestern	11,135,666	456,637		2,955,936	8,985,000	264,670	11,817,527	213.0		849,719	414,828					
31 Mar. '02	181.8				59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000		7,545,220	228.4		765,949	1,054,704			3	68	
10 Nov. '00	33.2							Fox River Valley	580,000	*		680,000				84.0								
31 Dec. '01	121.0	138.5	74.5		66	63	1,369	Galena and Chicago Union	8,059,729	1,811,917		6,028,400	3,414,702		10,502,318	261.3		1,123,454	1,720,390			5	74	
31 May, '01	175.0							Great Western	5,022,926	*		1,600,000	2,391,000		485,943	175.0								
31 Dec. '01	454.8	252.5			112	94	2,347	Illinois Central	27,492,988	*		15,829,096	15,277,500	172,929	33,504,024	708.3		2,458,028	2,965,768			62		
INDIANA.																								
30 Dec. '00	148.0				81.5			Illinois River	4,870,586	*		1,750,295	3,292,403			148.0								
30 Dec. '00	46.6							Ohio and Mississippi		*		1,750,295	3,292,403			oper. by Chic. & R. Ia.								
30 Dec. '00	186.0							Peoria and Bureau Valley	5,400,000	*		1,569,889	2,200,000		2,000,000	186.0		oper. by Bur. & R. Ia.						
31 Dec. '00	100.0							Peoria and Hannibal	1,978,555	*		800,000	2,200,000		2,000,000	oper. by Chic. & R. Ia.								
31 Dec. '00	1.0							Peoria and Oquawka		*		1,569,889	2,200,000		2,000,000	oper. by Chic. & R. Ia.								
31 Dec. '00	168.5	39.8	12.2		31	30	424	Quincy and Chicago	7,609,958	628,487		3,026,908	5,035,615	741,040	8,866,252	208.3		823,767						
IOWA.																								
30 Dec. '00	108.0							Cincinnati and Chicago	2,080,433	*		1,106,879	1,006,125			108.0								
30 Apr. '01	29.0				73.0			Cincinnati, Peru and Chicago								29.0								
31 Aug. '01	109.0							Evansville and Crawfordsville	2,233,413		2,750	980,061	1,218,100	51,772	2,233,748	109.0								
30 Dec. '00	72.4				19	15	374	Indiana Central	1,667,039	274,081	26,641	1,010,050	1,178,000	40,550	2,108,011	109.0	368,122	400,397	133,009			63		
31 Dec. '00	89.8				23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,859,900	1,362,284	140,689	3,458,108	110.0		448,858	290,834			9	20	
30 Dec. '00	84.0							Ind., Pittsburg and Cleveland	1,896,214	*	10,000	835,971	1,023,354	37,219	2,081,942	84.0		277,952	119,745					
31 Dec. '01	78.0				15	16	119	Jeffersonville	1,555,509	*	278,334	1,015,907	706,000	75,506	2,086,881	78.0		297,988	121,416					
30 Nov. '00	64.0							Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0								
1 Dec. '00	86.0	49.0			23			Madison and Indianapolis	2,697,704	*	356,765	1,648,050	1,286,300	87,000	3,060,128	135.0		201,402	230,563					
30 Nov. '00	288.0							Louisv., N. Albany & Chicago	6,000,000	*		2,900,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,400					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with train.	Gross.		Net.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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30 Sep. '61				140.0				Albany and Susquehanna	698,677			647,191		17,239	664,428																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco-motives with trains.	Gross.	Net.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.											
M.	M.	M.	M.	No.	No.	No.																			
PENNSYLVANIA. (Continued.)																									
31 Oct. '01	59.0	13.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,823,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217						
31 Dec. '01	467.5	68.7	11.0	104	80	1,261	59	Pittsburg, Ft. Wayne & Chicago	17,002,121		31,408	6,249,433	10,264,986	1,847,328	18,999,681	467.5	2,434,641	3,031,787	1,299,721					31	
30 Sep. '00	54.0							Pittsburg and Steubenville	1,947,462			1,221,277	280,000												
30 Sep. '00	54.0							Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	64.0									
31 Mar. '01	28.0	1.2	2.0					Schuylkill Valley	573,616			668,150			573,616	24.5									
31 Dec. '00	148.0							Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227	148.0									
30 Nov. '00	29.6	6.5	31.9					Sunbury (Phila.) and Erie	6,893,712	107,252		4,506,920	4,369,070	861,271	10,169,869	29.6									
30 Sep. '00	29.6	6.5	31.9					Tioga	703,349	85,932		97,550	396,000		29.6										
30 Sep. '00	78.0	2.1						Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	28.4									
1 Jan. '00	60.0	2.0						Williamsport and Elmira	4,050,314			1,500,000	2,200,000	293,995		78.0	199,878	238,420	860,339					13	
30 Nov. '01	13.6	0.5						RHODE ISLAND.	2,158,000			1,508,000	276,800			13.6	240,449	331,522	106,782					55	
31 Dec. '00	13.2	1.5						N. Y., Providence and Boston	448,696			437,917	8,500												
31 Dec. '00	109.6							Providence, Warren & Bristol																	
31 Dec. '00	109.6							SOUTH CAROLINA.																	
1 Jan. '00	40.3							Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	40.3									
31 Aug. '00	22.5							Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	22.5									
31 July '00	32.0							Charlotte and South Carolina	1,719,045			1,201,045	384,000		1,099,536	32.0									
29 Feb. '00	102.0							Cheraw and Darlington	600,000			400,000	200,000		200,000	102.0									
31 Dec. '00	136.0	106.0						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	545,540	2,919,554	136.0									
31 July '00	26.1							Kings Mountain	196,230			200,000			200,000	26.1									
30 Sep. '00	47.0							Laurens	643,403			400,000	106,218		200,000	47.0									
1899								North-Eastern	2,011,652			985,743	960,410	108,172	2,057,325	106.0									
1899								South Carolina																	
1899								Spartanburg and Union																	
TENNESSEE.																									
1899								Central Southern (Tenn.)	1,021,439	58,183		505,214	514,000	99,110	1,137,707	47.6									
1899								Edgefield and Kentucky	857,947			333,204	612,000	60,900		857,947									
1899								East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		3,637,367									
1899								East Tennessee and Virginia	2,310,933	156,264		536,654	1,902,000	390,407		2,310,933									
1899								Memphis and Charleston	6,866,578	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797										
1899								Memphis and Ohio	2,259,267	141,144		570,000	1,361,000		2,259,267										
1899								Memphis, Clarksville & Louisv.	2,000,000	100,500		298,721	740,000		2,000,000										
1899								Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		1,137,400									
1899								Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		892,710									
30 Nov. '00	149.7	44.0	7.9					McMinnville and Manchester	533,807	56,816		144,894	406,000		533,807	149.7									
1899								Nashville and Chattanooga	3,632,882			2,056,544	1,731,000		3,632,882										
1899								Nashville and Northwestern																	
1899								Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		76,016									
1899								Winchester and Alabama				216,962	413,000	408,477											
TEXAS, (all aided by State).																									
1899								Buffalo Bayou, Braz. & Col'do																	
1899								Galveston, Houston & Henderson																	
1899								Houston and Brazoria	1,250,000			275,000	240,000	171,550		1,250,000									
1899								Houston and Texas Central	4,232,345			455,000	975,000	369,000		4,232,345									
1899								San Antonio & Mexican Gulf																	
1899								Southern Pacific																	
VERMONT.																									
31 May, '01	90.7	8.6	19.6					Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60,589		1,514,132									
31 Aug. '00	119.6	13.0						Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	579,119	6,385,045	119.6									
31 Aug. '00	62.0	4.0						Rutland and Washington	1,771,683			950,000				62.0									
31 Aug. '00	119.0	20.0						Vermont Central	8,402,055			5,000,000	3,855,000	1,423,299	10,276,299	119.0									
31 Aug. '00	47.0	2.8						Vermont and Canada	1,350,695			1,350,000				47.0									
31 Aug. '00	23.7	0.7						Vermont Valley	1,212,274	89,612		516,164	793,200		1,380,995	23.7									
31 Aug. '00	64.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500	64.0									
31 Aug. '00	41.3							VIRGINIA.																	
30 Sep. '00	77.8	8.9	3.8	105.6	9	5		Alex. Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,181	1,534,194	77.8									
30 Sep. '00	70.2	4.8						Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		70.2									
30 Sep. '00	103.5							Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	103.5									
30 Sep. '00	83.3	6.3	10.0					Northwestern Virginia	5,322,150			468,605	5,719,229		5,322,150	83.3									
30 Sep. '00	123.3	10.1						Orange and Alexandria	3,040,636	374,996		2,068,655	2,617,500	590,056		123.3									
30 Sep. '00	59.2	21.3						Petersburg and Lynchburg	1,223,526			1,365,390	1,861,500	292,842	4,745,256	59.2									
30 Sep. '00	140.5	2.7	12.0					Petersburg and Roanoke	3,726,037			883,200	1,025,000	7,709	1,486,527	140.5	</								

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.
Th 21. F.22. Sat.23. M.25. Tu.26. W.27.

STATE STOCKS:—				
California 7s	98	98	100	---
Georgia 6s	---	---	---	---
Illinois Coupon bonds	---	---	---	---
" Canal bonds	---	96	96	96
Illinois War Loan	97½	98	99	---
Indiana War Loan	---	95	---	---
Kentucky 6s	---	---	---	---
Louisiana 6s	---	---	---	---
Maryland 6s	---	---	---	---
Michigan 6s	---	---	---	---
Minnesota 8s	---	---	---	---
Missouri 6s	47½	47	48	48½
Do. Iss. to H. & St. J. R.	63	63	---	61
New York 6s, 1874	---	---	---	---
North Carolina 6s	---	---	---	---
South Carolina 6s	---	---	---	---
Ohio 6s	---	---	---	105
Tennessee 6s, 1890	61	60½	61	61
Virginia 6s	---	57	---	50½

RAILROAD SHARES:—				
Buffalo & State Line	---	---	---	---
Chicago, Burl. and Q.	85	85½	86	86½
Chicago and Rock Isl.	67½	67½	68	68½
Clev. Col. and Cin.	121	121	122	122½
Clev. and Pittsburg	24	24	25	25½
Clev. and Toledo	53	52	53	54
Del., Laok. and West	---	---	97	98
Galena and Chicago	73	72	74	74½
Hudson River	49	48½	50	51
Illinois Central (scrip)	62	61½	62	62½
Michigan Central	67	67	68	69
M. S. and N. I. guard	61	62	63	64
M. S. and N. I.	30	31	31	32
Mil. and P. du Chien	33½	33	34	34
M. and P. du C. 1st pref.	---	---	---	---
M. and P. du C. 2d pref.	---	---	---	---
New Jersey	---	---	---	---
New Jersey Central	---	---	---	---
New York Central	92½	93	93½	94
Erie	87½	87½	88	88½
Erie pref.	68½	67½	68	69
" Ass. scrip	---	100	---	---
N. York and Harlem	16½	16½	16½	16½
N. Y. and H. "pref."	39	40	41	41
Panama	138½	138	139	140
Phila. and Reading	---	---	59	59½
Pitts. Ft. W. & Chicago	---	---	---	38½
Toledo & Wabash	---	---	---	40
" Pref.	---	---	---	---

RAILROAD BONDS:—				
Buff. N.Y. & Erie 1 M.	---	---	90	90
Chic. and N. W. 1st M.	---	---	---	---
" 2d M.	30½	30½	31	31½
" S. F.	---	---	---	---
" A. B.	52	---	51½	52
" I. B.	85	---	---	---
" Exten. 80	---	---	81	81½
Clev. & Pitts., 1 M.	96½	---	---	---
" 2 M.	---	---	---	---
" 3 M.	80	81	---	---
" 4 M.	---	---	---	---
Ol. & Tol. S. F. 7 p.c.	95½	96	96	96½
Ohl., Bur. and Q. 8 p.c.	---	---	---	---
Chic. and R. I. 1st M. 70	---	---	---	105
D. L. & W. 1 M. 8 p.c. '71-6	---	---	---	---
" 2 M. 8 p.c. '81	---	---	---	---
Gal. & Ch. 1 M. 7 p.c. '68	104½	---	---	---
" 2 M. 7 p.c. '75	---	---	---	---
" 1 M. Ex. '82	104½	---	---	---
Hann. & St. J. bonds	---	---	---	---
Hudson R. 1 M. 7 p.c. '69 107½	108	---	110	---
" 2 M. S. F.	---	---	107	---
" 3 M. 7 p.c. '75	---	---	---	94½
" conv. bonds	90	104½	---	---
Illinois Central bonds 100	100	---	100	---
La Crosse & Mil. L. G.	---	---	---	---
Mil. and P. du C. 1st M.	---	96	96	---
Mich. Cen. S. F. 8 p.c. '82	---	---	112	112
" conv. 8 p.c. '69	---	---	---	---
M. S. & N. I. 1 M. S. F.	101	---	101½	102½
" 2 M.	89½	---	89	89½
N. J. Central 1st M. 110½	---	---	---	---
" 2d M.	---	---	---	---
N. Y. C. 6 p.c. certif. '83	---	---	---	---
" 1 M. 7 p.c. '64-104	---	---	---	---
" bonds 1876	112	111	---	---
N. Y. & E. 1 M. 7 p.c. '67	---	---	110	110½
" 2 M. 7 p.c. '64	---	---	108½	---
" 3 M. 7 p.c. '88 103	---	104	104	104½
" 4 M. 7 p.c. '80	94½	95	---	95
" 5 M. 7 p.c. '83	88½	89	---	89½
N. Y. & H. 1 M. 7 p.c. '73 106	106	---	---	---
" 2 M. 7 p.c. '64	---	---	101	---
" 3 M. 7 p.c. '67	---	95	95½	96
Pitts., Ft. W. & Chl. 1 M.	81½	82½	83½	84
" 2d M. 81½	81½	82½	83½	84
" 3d M. 67	65½	66	66½	63
St. L., Alt. & Chl. 1 M.	---	---	---	---
St. L., A. & T. H. 1 M. 92	92	---	---	---
" 2 M.	90	---	---	---
Toledo & Wab. 1 M.	---	---	92½	94
" 2 M.	69½	70	70	71½

MISCELLANEOUS:—				
American Gold	115½	115½	115½	115½
Del. and Hud. Canal	100	99½	100	100½
Penn'a Coal Co.	99	---	---	---
Pacific Mail S. S. Co.	109½	109½	110½	110½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.
Th 21. F.22. Sat.23. M.25. Tu.26. W.27.

FEDERAL STOCKS:—				
U. S. 5s, 1871	---	---	---	90
U. S. 5s, 1874	90	89½	90	90½
U. S. 5s, 1885	---	---	---	---
U. S. 6s, 1881 reg.	100½	100½	101	101½
U. S. 6s, 1881, cou.	100½	100½	101½	101½
U. S. 6s, '81, O.W.Ly. 97½	---	---	---	---
U. S. 6s, 1881, " 4y. 98	97½	---	98½	98½
U. S. 6s, 1882	99½	99	99½	---
U. S. 6s, 1888	99½	99½	---	---
Treasury 7-10 Notes 104½	103½	104½	104½	104½

London Stock Exchange.

The following are the closing prices in the London Market on the 16th August:

United States 5s, 1874	66 to 68
Maryland 5s	68 " 72
Virginia 6s	45 " 47
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	X. c. 66 " 68
Erie shares, ex assessment scrip	28½ " 29
Erie shares, 7 per cent. preference	61 " 53
Erie shares, assessment scrip	1½ " 2½
Illinois Central 6s, 1875	72 " 74
Illinois Central 7s, 1875	X. c. 77 " 78
Illinois Central \$100 shares, \$90 paid, dis.	48½ " 49½
Illinois Central, all paid	50 " 50
Michigan Central 8s, Convertible, 1869	83 " 86
Michigan Central Sinking Fund 8s, 1882	83 " 86
Michigan South. and North. Indiana 7s, 1885	75 " 80
Do. do. \$100 shares	18 " 20
New York Central 6s, 1883	78 " 80
New York Central 7s, 1884	X. c. 78 " 82
New York Central 7s, 1876	78 " 82
New York Central 7s, 1876	78 " 82
New York Central \$100 shares	69 " 71
New York and Erie 7s, 1887	85 " 90
New York and Erie, 2d mort., 1859	78 " 82
New York and Erie, 3d mort., '83, assessed	70 " 81
New York and Erie, 4th mort.	70 " 74
New York and Erie, 5th mort.	66 " 70
New York and Erie Bonds, 1862, '71, '75	---
New York and Erie shares, assessed	---
Panama, 1st mortgage 7s, 1865	103 " 105
Panama, 2d mortgage 7s, 1872	102 " 104
Pennsylvania Central 6s	X. c. 78 " 82
Pennsylvania Central 2d mortgage	84 " 86
Pennsylvania Central \$50 shares	37 " 40
Philadelphia and Reading \$50 shares	18 " 22

American Railroad Journal.

Saturday, August 30, 1882.

Stock and Money Market.

During the past week the stock market has experienced few fluctuations, the movements being on the whole favorable. To-day (Thursday) prices are firm, with a slight decline toward the close of the first hour, occasioned by rumors from Washington. United States sixes due in 1881 are 101½; seven and three-tenths treasury notes, at 104½; Custom House demand notes, at 107½; United States fives, at 90½. These figures show an average gain of fully one per cent. during the week.

Should political events become more favorable, we may expect the five-twenties to advance sufficiently to warrant the conversion into that class of securities of large sums of government currency, which has just recommenced. But late events, whatever may be their ultimate bearings, have not exerted as favorable an influence as is desirable.

Under the improving receipts of our railroads the value of their stocks and bonds has materially improved of late. The most noticeable advancement appears to have been in the Pittsburg, Fort Wayne and Chicago. Within a short time the stock of that road has risen from 30 to 39; the first mortgage, from 90 to 97; the seconds, from 77 to 84, and the thirds, from 50 to 62. It is stated that the people of Pennsylvania are purchasing largely the securities of that great and important line. It is estimated that the net earnings this year will pay twice the amount of the bonded

debt. Other stocks have also experienced a considerable rise. Erie (Common) is 39, against 37¾ on the 21st. Erie Preferred, 69½, against 67¾; Central, 94¾, against 92¾. Hudson River, 54¾ against 48¾. The last of these is nearly equal to the rise in Pittsburg, Ft. Wayne and Chicago, and is due to the remarkable growth in its business the present year. Galena and Chicago is 74, against 72½ on Thursday week. Michigan Central has advanced 2 per cent.; Michigan Southern, fully 2½; Cleveland and Toledo, 1½; Chicago and Rock Island, 1½, and so on. The bonds of these and other roads have sympathized with the rise in their stocks.

In gold there has not been much alteration, the rates being on the whole slightly more favorable. By this we mean a decline in price as compared with currency. The rate is now 115¼ to 115½, advancing or receding with the course of political events. It will puzzle an ordinary calculator or observer of events to assign any valid reason why the precious metals should continue to hang so fixedly about fifteen per cent above the par of currency, which is equal to a six per cent security with interest payable in gold. In our bank vaults specie is slowly but steadily on the increase, the amount at the close of last week being \$35,588,486. With diminishing exportations to Europe there can be little doubt that this treasure will keep on accumulating. The deposits are increasing still more rapidly, and now amount to \$143,347,340 net, an increase of one million and a quarter during the past week. These are still pouring in at a corresponding rate. It is evident that in this flood of money cannot remain much longer pent up in Wall street; but must take some outward direction, whether that shall be toward government securities, the stocks and bonds of public works, real estate, or all together. In the manufacturing and commercial lines we do not anticipate any great changes from the present state of things until the return of peace.

The rates of money are still from four to five per cent for first class paper. Lenders are not so particular about the length of time as about the character of the borrower. Considerable sums are now being received on deposit at four per cent by the general government; and from present appearances will increase for some time to come. But so much depends on the course of political events that no one feels safe in forecasting the weather on 'Change more than twenty-four hours ahead.

A Railroad Clearing House.

The want of a building or block of buildings in this city, where the different railroad companies keeping agencies of any kind might have their offices, has long been felt, and occasionally made known. It seems passing strange that no steps should have been taken up to this time to remedy the great disadvantage of having those offices sprawling all over the lower parts of the metropolis instead of bringing them together, where a unity of interest would arise out of their proximity and mutuality of dependence. So long as they remain apart, as at present, they will possess a smaller portion of the *esprit du corps* than is desirable and indeed necessary, if they are not to continue to work to the injury of each other. Silly competition, jealous rivalries have been productive of mischiefs enough, in all con-

science, to warrant a different course for the future. If such is to be the case it should be accompanied by the opening of some grand Temple of Concord, in which managers and employees could have an opportunity of coming together and devising measures for the common welfare of those lines which they represent.

For the sake of the traveling public would we also urge a movement of the sort. The millions of our citizens and strangers who are annually on the move, would find it a very great convenience to have one common depot established where every kind of information could be instantly obtained, instead of being obliged to roam from place to place at the sacrifice of time, means and temper—at the sacrifice, too, of the disposition to travel; since every obstacle in the way is so much friction that requires to be overcome. But if at the great central headquarters knowledge of routes, fares, and the like could be obtained without encountering existing difficulties, an important stimulus to travel would be at once communicated to all who desired to enjoy that intellectual gratification.

The conveyance of baggage and the lighter kinds of freight might, it appears to us, be also made less liable to loss or other risk, thus proving another benefit to the community and indirectly contributing to the prosperity of our railroads.

With a single block of offices forming a common centre, business of other kinds, such as telegraphing, expressing, etc., would be attracted also in a mass to the same locality, thus further simplifying the machinery and cost, both to the companies themselves and the people whose patronage they enjoy.

There is still another and perhaps more important object to be secured by such an establishment. In the course of time a great Railroad Clearing House would probably grow out of it, with its daily settlements of shares and bonds sold or otherwise disposed of. With such an arrangement, it is evident, attempts at issuing fraudulent stocks, etc., would be futile, since they would be instantly checked and exposed. It is true such fraudulent forgeries as were discovered in 1854, do not appear to have been attempted lately; still, with sufficient relaxation of vigilance we may have a repetition of them at any time. It is perilous to create another of those panics, arising from loss of confidence, such as was witnessed eight years ago; and if, as we believe, a plan somewhat resembling that of our Clearing House for the Banks could be put into operation, there is every reason to hope that it would prevent the possibility of such an occurrence, at least on a large scale.

It is not our object to advocate the selection of any particular locality or site, nor are we prepared to suggest the best method of carrying the plan into effect. Enough that it is advantageous, combining with good service to the public a saving in expense to the companies; that it is perfectly feasible at any moment when the right kind of men shall undertake its accomplishment. Let the managers of our principal lines take the initiative, and others will doubtless be ready to second them, when they observe the common benefits arising from this "change of base."

It is also exceedingly desirable, though not to be expected at present, that all the railroads in

the country should furnish monthly reports of their business to such a headquarters as we have recommended, giving the public the latest and fullest information in regard to traffic receipts, expenses, etc. In Great Britain this has been provided for by act of Parliament; but as our railroad companies are chartered by State Legislatures, it will be more difficult to bring such a common influence to bear upon them. In the absence of this, public opinion may be exercised with effect. But this is a remoter consideration than the establishment of a central set of offices. And by the way we suppose there are few large cities on this continent or in Europe where the railroads entering them are so poorly supplied with office and depot accommodations. To carry such an arrangement into effect there would have to be an exceedingly slight sacrifice of those already provided for that especial purpose. The lines entering New York cannot always remain with their present shabby and inconvenient structures as offices. Now is the time for them to move on behalf of buildings, whether owned or leased, that shall enure to the benefit of the whole interest.

Controller Haws invites proposals for a loan of \$250,000 Croton Water stock till September 25, 1862. This will be redeemed November 1, 1883 and will bear six per cent interest, payable quarterly.

Detroit and Milwaukee Railway.

The 1st Report of the Committee of 1st and 2nd Mortgage Bondholders, appointed by Resolution of a meeting held at No. 6, Old Jewry, London, on the 23rd of May, 1861, when it was resolved as follows:—

"That a Committee of Bondholders be appointed to communicate with, and if necessary assist, the Trustees appointed under the recent arrangement, and to examine the accounts from time to time, and generally to take such steps as they may think necessary or proper for the protection of the interests of the Bondholders; and that the Bondholders present constitute such Committee, with power to add to their number. That Messrs. John Dillon, William Austin, W. D. Starling, W. H. Barlow, and William Quilter, be requested to act as a Sub-Committee to carry out the details, three of them to form a quorum."

In the last report of the Directors of this Company, which accompanied the accounts up to the end of 1861, it was stated that a further funding of coupons for another year will be required, in order to clear off the balance of the debts, and complete certain necessary works. In default of payment of the next coupons, which will become due in New York 15th November next, the bondholders will be entitled to foreclose; but experience has shown that no good can be done in such cases by individual action; and further, that it is always in the power of opposing parties to prolong proceedings almost indefinitely in the American Courts, where, of necessity, action would have to be taken. Under these circumstances, the Committee have corresponded with the Board in Detroit, with the view of coming to an arrangement for the institution of a friendly suit in November next, in which the usual decree shall be taken at the earliest moment; but with an understanding that the proceedings under it shall be suspended until November, 1863, and the committee are happy to be able to report that the board have acceded to this suggested course, the effect of which, if carried out, will be that in case of default in meeting the coupons due in November, 1863, i. e. the next which will become due after the expiration of another year's funding, the decree in the suit would immediately thereupon become operative. This is a result which could not

be obtained at an earlier (if so early a) period by hostile proceedings.

Between hostile litigation and a friendly arrangement, such as has been suggested, there is this important distinction, that the pendency of a hostile suit, for whatever time it might be prolonged, would demoralise and disorganise the working of the line, all which will be avoided by the course suggested. The committee have no hesitation, therefore, in recommending the bondholders generally to agree to fund their coupons for another year, on the proposed arrangement being carried into effect. While the Committee have abstained from interference with the working arrangements of the line, they have from time to time corresponded with Mr. Brydges as to the accounts and financial arrangements. They also had an interview with that gentleman when he was in England, in December last, and they have much pleasure in expressing their satisfaction with the frankness and fulness of Mr. Brydges' explanations on all matters; and they also testify, so far as their means of judging extends, that the funds of the Company have been faithfully administered, in accordance with the arrangements embodied in the mortgage deed of the 15th November, 1860. It appears by the last report of the Directors, already referred to, that the net revenue for 1861 was sufficient, within the small sum of \$12,376, to meet all the interest charges on bonds and mortgages. The gross traffic for 1862, as compared with 1861, appears by the last returns to have been, thus far, as follows:—

1862.....	£69,919
1861.....	58,683

Balance in favor of 1862 up to July 3... £11,236

Mr. Brydges, in his last letter, dated June 30th, 1862, writes as follows:—"I enclose you statements of the receipts and expenses of the Detroit and Milwaukee Railway for the months of March and April. The traffic is continuing good, and I see no reason to doubt the correctness of my former statements that by the 15th of May next the Company will be free from its financial troubles. The only difficulty which can arise is one over which we can have no control, and that is, the extraordinary financial position into which matters are getting in the United States. What the result of them is going to be I shall not attempt to prophesy."

Mr. Brydges' connection with the Great Western of Canada has now ceased, he having accepted the general management of the Grand Trunk of Canada. A new manager of the former Company has been appointed, and it has been thought judicious for the present that Mr. Brydges should still retain his position as President of the Detroit and Milwaukee Railway Company. By the reorganisation arrangements carried out in 1860, the principal voting powers are now vested in the Great Western of Canada, whose large advance to this Company were then converted into a preference stock; till the rights which the bondholders will acquire in consequence of the inability of the Company to meet the coupons becoming due in November next, will entitle them to a voice in any arrangements which may now be made with reference to the future management of the line. One mode of securing this will be to appoint a London Committee, consisting of—say three bondholders, to act jointly with three members of the board of the Great Western of Canada; this committee would be able to exercise an effective control over the management of the line, which a mere committee of bondholders, having no legal powers, could not alone do, as well as obtain direct and frequent communication on matters relating to the Company. The committee submit for the consideration of the bondholders are port on the condition of the line which they obtained last year from Mr. W. Pare, a gentleman well known in connection with railways, and who was then in Canada on the business of another railway Company. His opinion as to the position and prospects of this line will be found highly satisfactory and assuring.

REPORT OF MR. WILLIAM PARE, ON THE LINE.
Toronto, 23rd July, 1861.

Having read the papers you sent me in the above, and others obtained on this side, including the letter of the President, Mr. C. J. Brydges, to the Bondholders and other creditors of the Company, dated October 24th, 1860, and print of the mortgage deed, published 1st January, 1861, and having had interviews with Mr. Brydges and Mr. Trowbridge, as reported in my letter to you from Chicago, of the 4th inst., I crossed Lake Michigan from Milwaukee in the steamer Milwaukee, after an interview with Mr. W. Graham, the freight agent of the Company in that city.

The boat and all its appointments are first class, and it is certainly well arranged for both passengers and freight.

Arrived at Grand Haven, I found some pretty extensive works going on, in the nature of piling, at the east or land end of the jetty or pier, which has been thrown out on the south side the entrance into the river from the lake. Upon inquiry from Captain H. Squire, the station master, he informed me that considerable damage had been done when the ice broke up this spring, undermining a great sand hill on this side the entrance to the railway terminus from the lake, and bringing down such large masses of sand as to completely block up the harbor, and render it inaccessible to their vessels in the months of April and May. I was subsequently informed by Mr. Trowbridge, that the works I saw in progress, and which were undertaken to prevent the like occurrence again, were being executed by contract, and would cost about \$6,000. I learned from him, too, that the northern pier which is contemplated, but for the present is in abeyance, will cost \$50,000.

I think, from the extensive shifting sands at Grand Haven, the probability is that in a series of years the necessary expenses at this end of the line will be large.

In travelling in the cars from Grand Haven to Detroit (186 miles), I noted that the line seems to have been originally well located and well graded. There are no deep cuttings, heavy embankments, or viaducts, or bridges of an expensive character. For very many miles together, and occurring frequently, the line is straight as an arrow, in the States called "air line," the gradients extremely easy, and the rails all but on the surface. Around the principal curves (very few) there is the extra caution, rarely adopted, of a guide rail, to prevent the engine and cars leaving the track. By far the larger portion of the line—I think I am right in saying with the exception of about a dozen miles—is laid with a good heavy T rail, fished at the joints, and the whole is fenced by a good snake fence, in prime order. The trains are good; the sides of the culverts of wood baulks, which I know are proposed by high authority here, as being better for this climate than brick or stone. The line is well ballasted, speaking generally, much better so than some 2,000 miles of railway I have been over in Canada and the States; for about nine miles east of Grand Haven this is of sand, all the rest is of excellent gravel, and the ties, or sleepers, are well bedded in it. The exception to this only extends over a few miles, and attention seems to be directed to it, as also to the gradual substitution of gravel for sand at the western extremity of the line; but the nearest point at which it can be obtained for this latter purpose, as I was informed, is at Rock, 30 miles distant, so that the lead is considerable. The land on either side the line is very fertile, and is to a very considerable extent settled and settling. From Ionia, 124 miles west of Detroit, the "way" traffic is the heaviest, and keeps accumulating until Detroit is reached. For about one-and-a-half miles at this end the line runs through and on a level with the street, which, although not fully populated, is sufficiently so to render the working of the trains somewhat dangerous to life and property. I should be taxed to find a similar instance anywhere, and I conclude there must have been some good reason for selecting this entrance

into the town, seeing that there are serious inconveniences, not to say heavy expenses, from the continual risk of accidents. The station expenses at Detroit are shared with other Companies, but the station is somewhat confined, and for modern times, incommensurate. The line is worked by electric telegraph and semaphore signals at the stations, and, so far as I had the opportunity of observing, is very efficiently worked. Speaking of the line in its entirety, it is, in its original conception and construction, second to none I have travelled over on this Continent, and far surpasses almost all. It is, too, maintained in high order; but to do this, if done regularly and systematically, should not be a heavy, but comparatively with other lines, a light expense. I was informed that the complement of labor for maintenance of permanent way was four trackmen to every six miles.

The facts I have just adduced as to the permanent way, coupled with others—as, for instance, the average price of cord-wood fuel is one dollar per load only, or 30 per cent. less than some other lines in the locality—afford reasonable proof that this line can be cheaply worked.

As to the receipts, the passenger traffic this year has fallen off considerably, in consequence, Mr. Graham and Captain Squire told me, of the "currency difficulties" incident on the war in the States. The freight has been, according to the same authorities, three times greater this year than last, and they expect a heavy trade this fall. It would have been far larger in the first half but for the sand-slip. An immense quantity of freight, chiefly grain, had been stored against the breaking up of the frost, which was obliged to be sent eastward by other routs, in consequence of the vessels not being able to make the station at Grand Haven. As to the total half-year's revenue, the secretary, Mr. Trowbridge, said it exceeded the corresponding period of 1860 by 15,000 dollars, and that, but for the obstruction I have named, it would have exceeded it by 100,000 dollars more.

As to the proportion of working expenses to gross receipts, Mr. Brydges told me it would be about 60 per cent., and this was confirmed by Mr. Trowbridge.

You will observe by a "circular" dated "February, 1861," and bearing the signature of William Graham, as agent to the Company, and which was handed me by him, that the Company contemplate building "two first-class propellers," so as to meet the exigencies of the trade next winter.

It seems to me that the most serious contingency of this concern is the harbor works, at Grand Haven. I should say these works are likely to tax the skill of an experienced hydraulic engineer.

I am, &c.,

WILL. PARE.

—Herapath.

The French System of Drafting.

Under French law every birth in the Empire must be registered within forty-eight hours, under pain of severe penalties for any attempted violation of the code. France is divided into 40,000 communes, each of which has a Mayor, holding his appointment from the Department of the Interior at Paris—which, by the way, is in all respects the most important branch of the French Government. It is in presence of the Mayor that births are declared and formally placed upon record for future reference and use. The law requires that the child shall itself be brought before the civic functionary, the full names of the infant given, the names and condition of both parents, when known, given, also the sex of the child declared, and all the facts certified to by two credible witnesses, whose names, residences and occupations are also carefully recorded.

It will be seen at a glance that the information thus obtained is of immense utility to the

Government, in conducting the operations of the conscription, whose mechanism may be described in a very few words: The Government calls for a contingent, let us suppose, of 100,000 recruits, for 1862. The Legislative Body authorizes the levy to be made. Each department of the Empire, of which there are now eighty-nine, is required to furnish a quota, based upon the amount of its population. The Mayors hold lists of all individuals born in their respective communes, and notifications are sent to every male child borne in 1842 (the drafting age being twenty years,) that he is to present himself on such a day, at the *mairie*, to take part in the drawing. This notification is a mere formality, as every young man knows when he will be required to come forward, and it frequently happens that youthful Frenchmen, residing abroad, return to their native land at this period, for the special purpose of fulfilling a duty, which, if they chosed, might be readily avoided, by simply remaining out of France.

To illustrate the mode in which the drawing takes place, we will suppose that a particular commune is required to furnish 100 conscripts—the total number of eligible young men being say 500. Five hundred bits of paper are placed in an urn, of which four hundred are blanks, and the remainder, marked from one to one hundred, oblige their holders to "fall in." The 400 who have escaped are now exempt from military service, unless some extraordinary event—such as an invasion of France—should demand the calling out of the entire arms-bearing population.

The mode of raising recruits, as has been seen, is simple enough—all being afforded a fair chance. As regards exemptions the French system is scarcely less simple. In the first place, the conscripts undergo a rigid medical examination, and if any are found laboring under physical disability they are at once discharged. Next in order are the exemptions of *soutiens de famille*, or individuals with families dependant upon them. Thus the only son of a widowed mother is exempted. So also is the only brother of an orphan sister. Brothers of a soldier still serving in the army are exempted until the latter's term shall expire, only one of a family being drawn at one time. A wife cannot exempt her husband, even if there be children, as the law holds that young men ought not to marry until they have fulfilled their military obligations to the State.

A last class of exemptions has a pecuniary feature. In former years—that is to say, up to 1856—no conscript not exempt by physical debility, or by the other causes above enumerated, could escape service, except by procuring a substitute. This had given rise to a degrading species of trade or speculation, in which large numbers of man-sellers and buyers were engaged. But, under the system referred to, the conscript who bought a substitute was *responsible for his substitute*, and if the latter deserted or died, before the expiration of the seven years' term, was liable to be forced back into the ranks. This system was abolished in 1856, by order of the Emperor, and the Government itself accepts pecuniary indemnity for the withdrawal of a conscript, and practically pays for his substitute by offering an ample bounty to volunteers. It is arranged that the sum received and paid by Government shall vary according to the military exigencies of the country, but the present basis is as follows: A conscript is exempted for 2,400 francs (\$480), and the Government pays a bounty to volunteers amounting to 2,200 francs (\$440), making a profit of 200 francs by the exchange.

The Eighth Census.

The following is a continuation of the preliminary chapters of the Census Report of 1860, now in course of preparation at Washington, under the direction of Jos. C. G. KENNEDY, Esq.:

THE SEWING MACHINE

has also been improved and introduced, in the last ten years, to an extent which has made it altogether a revolutionary instrument. It has opened avenues to profitable and healthful industry for thousands of industrious females, to whom the labors of the needle had become wholly unremunerative and injurious in their effects. Like all automatic powers, it has enhanced the comforts of every class, by cheapening the process of manufacture of numerous articles of prime necessity, without permanently subtracting from the average means of support of any portion of the community. It has added a positive increment to the permanent wealth of the country, by creating larger and more varied applications of capital and skill in the several branches to which it is an auxiliary. The manufacture of the machines has become one of considerable magnitude, and has received a remarkable impulse since 1850. The returns show an aggregate of 116,830 machines made in nine States in 1860, the value of which was \$5,605,345. A single establishment in Connecticut manufactured machines to the value of over \$2,700,000, or nearly one-half of the whole production in that year. During the year 1861 sewing machines to the value of over \$61,000 were exported to foreign countries. It is already employed in a great variety of operations and upon different materials, and is rapidly becoming an indispensable and general appendage to the household.

CLOTHING.

Among the branches of industry which have been signally promoted by the introduction of the sewing machine, is the manufacture of men's and women's clothing for sale, which has heretofore ranked with the cotton manufactures in the number of hands—two-thirds of them females—and the cost of labor employed. The increase of this manufacture has been general throughout the Union, and in the four cities of New York, Philadelphia, Cincinnati and Boston, amounted in value to nearly forty and one quarter millions of dollars, or over eighty-three per cent of the product of the whole Union in 1850. The manufacture of shirts and collars, of ladies' cloaks and mantillas—a new branch which has received its principal impulse within the last ten years—and of ladies' and gentlemen's furnishing goods generally, form very large items in the general aggregate of this branch. They severally employ extensive and numerous establishments, many of them in large cities with heavy capital. In Troy, New York, the value of shirt collars alone annually manufactured is nearly \$800,000, approximating in value to the product of the numerous and extensive iron foundries which have been a source of wealth to that city.

COTTON GOODS.

Among the great branches of pure manufacture in the United States, that of cotton goods holds the first rank in respect to the value of the product and the amount of capital employed. Aided by the possession of the raw material as a product of our own soil, and by the enterprise and ingenuity of our people, this valuable industry has grown with a rapidity almost unrivalled.

The total value of cotton goods manufactured in New England was \$80,301,535, and in the Middle States \$26,272,111—an increase of 83.4 per cent in the former, and 77.7 in the latter. The remaining States produced to the value of \$8,564,280, making the whole production during that year \$115,157,926, against \$65,501,687, the value of this branch in 1850, or an increase in the general business of nearly 76 per centum in ten years. In the States of Maine and New Jersey the manufacture increased in the same time 152 per cent; in Pennsylvania, over 102 per cent; in New Hampshire and Connecticut, over 87 per cent; in Massachusetts, nearly 68 per cent, and in Rhode Island

88.7 per cent. The total production in this branch was at the rate *per capita* of \$3 60 for every individual in the Union, equivalent to 46½ yards of cloth for each, at the medium price of 8 cents per yard. The average product per head in 1850 was 36¼ yards. The increase alone has therefore, been at the rate of 11 yards for each person, or nearly equal to the average annual consumption *per capita* in 1860, when it was estimated to amount to 12 yards. The number of hands employed in the manufacture in 1860 was 45,215 males, and 72,605 females, an increase in the male operatives of 10,020, and in the female of 10,944 since 1850. The average product of the labor of each operative was \$969. The number of spindles was returned at 5,035,798, being an increase of 1,402,105, or 33.5 per cent over the aggregate in 1850, which was estimated at 3,633,693. The New England States possess 3,950,297, or 78.6 per cent of the whole, while Massachusetts alone employs 1,739,700, or 29.3 per cent of the number returned in the Union. The increase of spindles in the last decade was, in New England, 1,208,219, or 30 per cent. In the State of Maine, 186,100, or 163.3 per cent; in the State of New Hampshire, 229,484, or 52.1 per cent; in the State of Massachusetts, 451,609, or 35 per cent; in the State of Rhode Island, 141,862, or 22.7 per cent, in the State of Connecticut, 211,188, or 83.1 per cent; while in Vermont it exhibited a decrease.

The product per spindle varies in the different States, partly accounted for by the fact that many manufacturers purchase yarns which have been spun in other States.

The product of cotton goods per spindle is as follows:—In Maine, \$22 12; Massachusetts, \$21 12; New Hampshire, \$24 87; Vermont, \$18 13; Rhode Island, \$16; Connecticut, \$16 46. The average in the New England States is \$20 30; in the Middle States, \$30 48, and in the whole Union \$22 86.

The quantity of cotton used in the fabrication of the above goods was 364,036,123 pounds, or 910,000 bales of 400 pounds each. Of this amount the New England States consumed 611,738 bales, and Massachusetts alone 316,665. The consumption per spindle in that year in the various States and sections was as follows:—

	No. spindles.	Lbs. cotton.	Lbs. per spindle.
Maine.....	300,000	23,438,723	78
New Hampshire..	669,885	39,212,644	58.5
Vermont.....	19,712	1,057,250	53
Massachusetts..	1,739,700	126,666,089	72.3
Rhode Island...	766,000	38,521,608	50.2
Connecticut....	464,000	15,799,140	34
In New England..	3,959,297	237,844,854	61.8
In Middle States.	861,661	76,666,666	88.26
In United States.	5,035,798	364,036,123	72.2

When we consider the large number of hands, and especially of women and children, who find employment in this business, the quantity of raw material, of machinery and of fuel, exclusively of American production, employed in this branch, and the amount of comfortable clothing and household stuffs supplied at cheap rates, or the amount it contributes to the internal and foreign commerce of the Union—its progressive increase is a subject of the highest satisfaction, and its growth here and abroad is one of the marvels of the nineteenth century.

WOOLLEN MANUFACTURES.

The returns of woollen manufactures show an increase of over fifty-one per cent in ten years. The value of woollen and mixed goods made in 1850 was \$45,281,764. In 1860 it amounted to \$68,865,963. The establishments numbered 1,909, of which 453 were in New England, 743 in the Middle, 479 in the Western, 2 in the Pacific and 227 in the Southern States. The aggregate capital invested in the business was \$55,520,527, and it employed 28,780 male and 20,120 female hands, 639,700 spindles and 16,075 looms, which worked up more than eighty million pounds of wool, the value of which, with other raw materials, was \$40,360,300. The foregoing figures include satinetts, Kentucky jeans and other fabrics of which

the warp is cotton, though usually classed with woollens. In the manufacture of these mixed goods the amount of cotton consumed is 16,008,625 pounds, which, with 364,036,123 pounds, used in making cotton goods, as previously stated, amounts to 380,044,748 pounds or 959,112 bales, exclusive of a considerable quantity used annually in household manufactures and for various other purposes.

The largest amount of woollens was made in New England where the capital was nearly twenty millions of dollars, and the value of the product \$38,509,080, but little less than the total value in 1850. More than half the capital, and nearly one-half of the product of New England belonged to Massachusetts, which had 131 factories of large size. Rhode Island ranked next, and had increased its manufacture 163 per cent in ten years, that of Massachusetts being 48 per cent. The value of woollens produced in the middle States was \$24,100,488, in the Western \$3,718,092, and Pacific and Southern \$2,538,303. The sectional increase was in New England 52.1, in the middle States 54, and in the South 107, the last showing the greatest relative increase. Pennsylvania, next to Massachusetts, was the largest producer, having 447 factories, which made \$12,744,373 worth of woollen and mixed fabrics, an increase of 120 per cent. A value of \$919,019 was the product of 222 establishments in the city of Philadelphia.

The State of New York holds the third rank in relation to this industry, its manufactures amounting to more than nine millions of dollars. The woollen manufactures of Maryland exhibit an increase of 86 per cent. In Ohio, which produced in 1850 a greater value of woollens than all the other Western States, there was a decrease on the product of 1850, owing, probably, to the shipments of wool to Europe, which, in 1857, was found to be the most profitable disposition of the rapidly increasing wool crops of that State. In Kentucky, now the largest manufacturer of wool in the West, the product was \$1,128,882, and the increase in ten years 40.4 per cent; while in Indiana, which ranks next, it was 31 per cent, and in Missouri 18.8, on the product of 1850.

The extension of this important manufacture is a subject of great interest to the country, inasmuch as our climate renders woollen clothing necessary throughout a large part of the Union during much of the year; and because it would supply the best market to the wool grower.

The quantity of wool returned for the whole Union in 1850 was upwards of 52,500,000 pounds. Sheep raising has been greatly extended and improved since that date in Ohio, Texas, California and other States, and the clip in 1860 amounted to 60,511,343 pounds; an increase of 15.2 per cent in ten years. The yield still falls far short of the consumption, and large quantities continue to be imported, notwithstanding the amount of territory adapted to sheep husbandry.

LINEN GOODS.

The manufacture of linen goods has made but little progress in this country. A few mills, chiefly in Massachusetts, make crash and other coarse fabrics; the largest two in that State produced six million yards in 1860. Others are extensively engaged in making twines, shoe and other threads. It is to be regretted that the manufacture of flax has not attained greater magnitude in a country where the raw material is so easily and cheaply grown. Farmers throughout the West have raised the crop simply for the seed and thrown out the fibre as valueless.

FLAX COTTON.

The manufacture of fabrics from flax cotton has been commenced, and success in a new branch of industry is confidently expected. The inventive genius of our countrymen has perfected machinery for the preparation of flax for spinning, which can be furnished, it is alleged, at as low a rate as the product of Southern cotton fields.

SEWING SILKS.

The manufacture of sewing silks is extensively carried on in this country. Including tram, organize, &c., the production exceeded five mil-

lion dollars in the States of Connecticut, New Jersey, Massachusetts, Pennsylvania and New York, their relative values being in the order mentioned. Ribbons are made to a small extent, but the chief manufactures of silk consist of ladies' dress trimmings, coach lace, &c., of which the cities of Philadelphia and New York produce to the value of \$1,260,725 and \$796,682 respectively.

INDIA RUBBER GOODS

were made chiefly in Connecticut, New York, New Jersey and Massachusetts, to the value of \$5,729,900—an increase of ninety per cent, in the last decade.

LEATHER.

The production of leather is also a leading industry of much importance to the agriculturist and stock raiser, as well as to the commercial interest, inasmuch as it consumes all the material supplied by the former, and feeds an active branch of our foreign import trade. The tanning and currying establishment of the United States produced in 1850 leather, exclusive of Morocco and patent leather, to the value of \$37,702,333. The product of the same branch in 1860 reached \$63,090,751, an increase of nearly 67 per centum. In the New England States it was \$16,333,871, in the middle States, \$36,344,548, and in the Western States, \$5,986,457; being an increase of 66.6 per cent, 90.7 and 13.3 in those sections, respectively. The Pacific States and Territories (including Utah), which returned no leather in 1850, produced in 1860 to the value of \$351,469. The largest producers of leather are New York, \$20,758,017; Pennsylvania, \$12,491,631; and Massachusetts, \$10,354,056; an increase in those States of 111.7, 98.4 and 82.3 per cent, respectively. Including Morocco and patent leather the aggregate value produced in the Union in 1860 exceeded sixty-seven millions of dollars.

If we add to the sum total of this manufacture the aggregate value of all the allied branches into which it enters as a raw material, or take an account of the capital, the number of hands, and the cost of labor and material employed in the creation and distribution of its ultimate products, it is doubtful if any other department of industry is entitled to precedence over that of leather.

BOOTS AND SHOES.

The manufacture of boots and shoes employs a larger number of operatives than any other single branch of American industry. The census of 1850 showed that there were 11,305 establishments, with a capital of nearly thirteen millions of dollars, engaged in making boots and shoes to the value of \$53,967,408, and employing 72,305 male and 32,948 female hands. The returns of 1860 show that 2,551 establishments in the New England States employed a capital only \$2,516 less than that of the whole Union at the former date; and with 56,039 male and 21,978 female employees produced boots and shoes of the value of \$54,767,077, or eight hundred thousand dollars more than the entire value of the business in 1850, and 82.8 per centum in excess of their own production in that year. Massachusetts increased 92.6 per cent., having made boots and shoes of the value of \$46,440,209, equal to 86.6 per cent. of the general business in 1850. The State of New York returned 2,276 factories, with an aggregate production of \$10,878,797; and New England, New York, Pennsylvania and New Jersey together produced \$75,674,946 worth of these articles, being 40.4 per cent. more than the product of all the States in 1850, and 67.9 per cent. more than their own manufacture in that year. The three counties of Essex, Worcester and Plymouth, in Massachusetts, produced boots and shoes to the value severally of about $1\frac{1}{2}$, $9\frac{1}{2}$ and $9\frac{1}{4}$ millions of dollars. The largest production of any one town was that of Philadelphia, in which it amounted to \$5,349,887; the next, that of Lynn, Massachusetts, was \$4,867,399; the third, Haverhill, \$4,130,500; the fourth, New York city, \$3,869,068. The largest production of a single establishment was of one in North Brookfield, Massachusetts, and amounted to over \$750,000. This establishment was the largest of five the same proprietors had in opera-

tion that year, the total production whereof was over one million pairs of boots and shoes, valued at over thirteen hundred thousand dollars. Machinery propelled by steam power is now used in many large manufactories with highly satisfactory results.

CABINET FURNITURE.

The value of cabinet furniture made in 1860 in the New England, Middle States and Ohio reached the sum of \$19,553,734, an increase of 30.5 per cent. over the product of those States in 1850, and exceeding the production of the whole Union in 1850. New York returned in 1860 furniture of the value of \$7,175,060 (or 40.6 per cent. of the whole amount made in 1850), Massachusetts \$3,365,415, and Pennsylvania \$2,938,503. The growth of this branch keeps pace with the increase of population and wealth, and serves to swell the amount of our exports. It gives employment at remunerative prices to skilled labor, which it attracts from the crowded labor markets of Europe.

MUSICAL INSTRUMENTS.

Our advance in wealth and refinement is attested by the rapid increase in the manufacture of pianofortes and other musical instruments. New England, New York and Pennsylvania produced musical instruments to the value of \$5,791,807—an increase of 150 per cent. over their own production in 1850, and 124 over the whole value of that branch in the Union in the same year. New York alone made \$3,392,577 worth—being \$811,862 more than the whole amount returned in 1850. In this branch our manufacturers have achieved marked success. Without claiming for them superiority over their brethren in France and Germany, it is admitted that church organs and other instruments made in this country are better suited to the climate, and in other respects fully equal to those which come from the most celebrated establishments in Europe.

JEWELRY.

The increased amount of the precious metals and the greater ability of all classes to indulge the promptings of taste or luxury, have added greatly to the manufacture of jewelry, and of all kinds of gold, silver and plated wares. In the New England and Middle States, the production of jewelry and watches reaches nearly eleven millions in value; of silver, silver plated wares, &c., nearly six and one half millions; making over seventeen and a quarter millions of dollars, exclusive of gold leaf and foil, and the assaying and refining the precious metals, exceeding the product of the whole Union in 1850, by \$6,312,500 in value; an increase of over fifty seven per cent., and of sixty-three per cent. on the production of those States in that year. The production of cheap jewelry has been greatly augmented by recent improvements in electro metallurgy.

AMERICAN WATCHES.

The manufacture of American watches, commenced within the last ten years in Boston as an experiment, has proved eminently successful. Unable heretofore to compete with the low priced labor of European workmen, our ingenious countrymen have perfected machinery by the aid of which watch movements are fabricated equal, if not superior, to the hand made. The continued growth of this branch will diminish the importation of foreign watches, and may, at no distant period, earn for our country a reputation in this manufacture equal to that she enjoys in the kindred branch of clock making. Gold and silver watches are now produced to a very large extent, chiefly in the cities of Philadelphia, New York and Newark.

CHEMICAL ARTICLES.

Improvements in technical chemistry have added largely to the number and value of its products. The manufacture of articles strictly classed as chemical, exclusive of white lead, ochres, paints, varnish, glue, perfumes, cements, pot and pearl ashes, &c., amounted, in 1850, to the value of nearly five millions of dollars. The production, in 1860, exhibited a considerable increase. This branch is susceptible of almost unlimited extension

and application in the creation of commercial and useful articles from the refuse of every other manufacture, and the diversified products, vegetable, animal and mineral, of our own or other lands. Many of the chemical branches, apart from the money value of their manufactures, are of the highest economical importance to our country, as auxiliaries to almost every other industry of the people. Chemistry has as yet revealed but a tithe of the vast wealth of its resources.

GAS.

The manufacture and consumption of gas, for illumination and other purposes, which is one of the remarkable fruits of chemical science, has been greatly increased, not only in our Northern cities, but in the large towns and villages throughout the Union. The quantity returned is but four thousand million feet of the value of eleven million dollars, but the whole quantity made exceeded 5,000,000,000 cubic feet, the value of which was about thirteen millions of dollars.

SALT.

The making and refining of salt in the United States in 1850 employed 340 establishments, and the value of their production was \$2,177,945. The four States of New York, Virginia, Ohio and Pennsylvania, which, in the order named, are the principal salt producing States, made, according to the eighth census, nearly twelve millions bushels, the cost of which was \$2,200,000, an average of about $18\frac{1}{2}$ cents per bushel. Texas, Kentucky, Massachusetts and California are also self-producing States. About sixty per cent. of the whole was made in New York, at an average cost of 17 cents per bushel.

FISHERIES.

In the aggregate product of fisheries there was an increase of 28.5 per cent. over their value in 1850. The total value of the lake, river, shore, and deep-sea fisheries, including oysters to the value of \$382,170, and \$7,521,688 as the product of the whaling business, amounted in 1860 to \$12,924,092. Of this amount \$6,526,238 in the whale, and \$2,774,204 in the cod, mackerel, halibut, and other shore fisheries, belonged to the maritime industry of Massachusetts, and constituted nearly seventy-two per cent. of the whole. This favorite occupation of her enterprising sons has made Boston, which has been over two and a quarter centuries engaged in the business, the principal distributing fish market of the Union, and has raised the port of Gloucester to the third rank among New England seaports in the amount of its foreign commerce. The latter has become the largest seat of the domestic fisheries in the United States, if not in the world, and distributes the products to all the large cities of the Union and to foreign countries.

The State of Maine holds the second place in respect to the value of its fishing interests, and returned \$1,050,755 as the value of the cod, mackerel, herring, &c., taken by its fishermen. North Carolina had the largest shad fishery, amounting in value to \$99,768. New Jersey, New York and Virginia took the largest amount of oysters, and Michigan returned the largest value in white fish, amounting to \$250,567.

A slight decline in the value of the whale fishery arose from the increasing scarcity of the whale in its former haunts. The consequent deficiency of bone, teeth and oil, as raw materials, proved embarrassing to some branches of manufacture, particularly those employing whalebone. The scarcity of whale and other fish oils in the arts has been supplied by an increased production of lard oil, and especially by that beneficent law of compensation which prevades the economy of nature, and when one provision fails her children, opens to them another in the exhaustless storehouse of her material resources, or leads out their mental energies upon new paths of discovery for the supply of their own wants. Thus, when mankind was about to emerge from the simplicity of the primitive and pastoral ages, the more soft and fusible metals no longer sufficed for the artificer, and veins of ore revealed their wealth and use in the supply of his more artificial wants, and became potent agents of

his future progress. When the elaboration of the metals and other igneous arts were fast sweeping the forests from the earth, the exhaustless treasures of fossil fuel, stored for his future use, were disclosed to man, and when the artificial sources of oil seemed about to fail, a substitute was discovered flowing in almost perennial fountains from the depths of these same carboniferous strata. A decline of the cod and whale fisheries is, nevertheless, to be regretted, as they have been from the earliest period of our history the nurseries of seamen and of our naval and commercial marine, and therefore contributing to the national defence, to foreign commerce, shipbuilding, agriculture, and other important interests.



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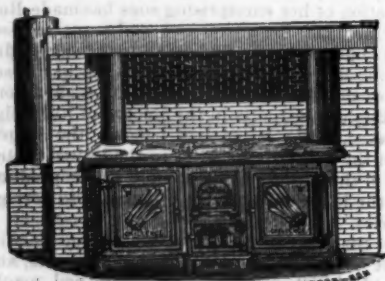
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THE MOST POWERFUL HEATERS
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Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the **LARGEST OVEN** of any in the market; **BAKES PERFECTLY** never getting to brown at the bottom; **BOILS, ROASTS** and **BROILS** with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a **FEW DOLLARS** a family may be supplied with a **PERFECT COOKING APPARATUS**, equal to the highest price stove in the market.

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This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
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The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used.
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The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Offices, are cordially invited to call at their office.

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PROPOSALS

FOR \$250,000 OF THE CROTON WATER STOCK OF THE CITY OF NEW YORK.

SEALED proposals will be received at the Comptroller's Office, until **THURSDAY, September 25th, 1862**, at two o'clock P. M., when the same will be publicly opened for the whole or any part of the sum of two hundred and fifty thousand dollars (\$250,000) of the Croton water stock of the City of New York, authorized by Chapter 372 of the laws of 1860, and as amended by Chapter 181 of the laws of 1861, and by an ordinance of the Common Council, approved by the Mayor October 4, 1861, for increasing the supply of Croton water, etc.

The said stock will bear interest at the rate of six per cent. per annum, payable quarterly, and the principal will be redeemed November 1, 1883.

The proposals will state the amount of stock desired, and the price per hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the City, within ten days after the opening of the bids, the sum awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the stock, bearing interest from the date of payments.

Each proposition should be sealed and endorsed "Proposals for Croton Water Stock of the City of New York," and the same inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if considered necessary, to protect or promote the interests of the City.

ROBERT T. HAWS, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Aug. 26, 1862. } 3135

THE NEW YORK CENTRAL RAILROAD COMPANY,

TREASURER'S OFFICE, ALBANY, July 19, 1862.

EIGHTEENTH SEMI-ANNUAL DIVIDEND.
The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof, free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 23d day of August next.

8130 JOHN V. L. PRUYN, Treasurer.

CAR DUCK.

HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS. u to 141 inches, PLUSHERS, BURLAPS, CAR HEAD LININGS, and all kinds of RAILROAD SUPPLIES.

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COAL, DELIVERABLE ON BOARD VESSEL AT
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proving equal in quality to that heretofore furnished.

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Made changeable for both right and left hand work, also
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are made of the best MALLEABLE IRON which gives to
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These Sawing Mills are made upon the most approved and
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The whole together forming one of the most complete and
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PRICE, ONE HORSE POWER ----- \$90.00
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Of different kinds for Raising Water for Railroad tanks and
other purposes, can be furnished on demand with Reciprocating
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and the best adapted for Railroad and Mining purposes. One
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Of the most approved kinds, for one and two horses and with
simply Separators, or with Complete Cleaners which fit the
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SAVE over 30 per cent. on the fuel required for fine or plain
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HAVING large facilities, and having had a long experience in the business, are prepared to furnish

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ALSO ALL KINDS OF
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STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
Agent and Treasurer.
P. I. PERRIN, Sup't.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS, HENRY LATIMER NORRIS,
RICHARD NORRIS & SON,
**LOCOMOTIVE STEAM ENGINE
BUILDERS,**
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
**RAILWAY TOOLS AND
MACHINERY.**

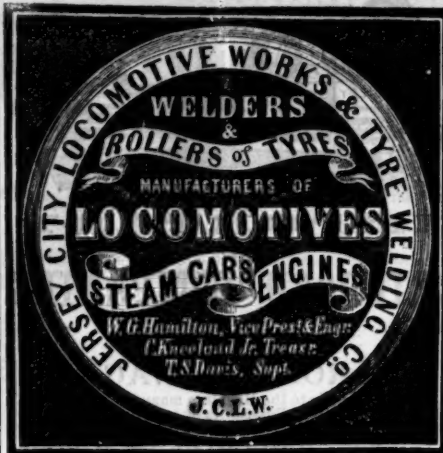
MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
NEW YORK,
BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:

GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

VENTILATION.
THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address **HENRY RUTTAN,**
Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.
LEWIS LILLIE, Esq.,—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which devastated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
Yours, respectfully,
S. K. STOW, Cashier.

TROY, N. Y., May 14, 1862.
The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes**, at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc. were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Ross & Smith,
Robert Green,
S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Frelot,
Walsh, Petit & Anthony,
D. H. Snyder,
Jonathan Seaman.

Not dug out—nothing in them.

Troy, May 10, 1862.
The undersigned had one of **Lillie's Wrought and Chilled Iron Safes**, which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

Troy, May 10, 1862.
This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes**, which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
Per **G. W. BANCROCK, Agent.**

This is to certify that the undersigned had one of **Lillie's Patent Chilled Iron Safes** in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by **World's Safe Company**, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

Troy, May 10, 1862.
The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett, **Silliman, Matthews & Co.,**
Flood & Dunham, **E. L. Mallory,**
John Hutchinson, **E. H. Virgil,**
Supt National Express Co.

The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
E. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

Troy, May 10, 1862.
To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by **World's Safe Company**) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

Troy, May 10, 1862.
The undersigned, using Safes manufactured by the **World's Safe Company**, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to **Mr. LEWIS LILLIE**, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton, **Luther Greenman,**
Bennett, Strickland & Fellows, **E. W. Johnson,**
Corliss & House, **J. H. Goodsell.**

Troy, N. Y., May 17, 1862.
LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late **World's Safe Company**. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out unharmed. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by **Herring** and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM, No. 107 FULTON ST.,
Near Nassau, N. Y.
LIBRARY FURNITURE made to order.